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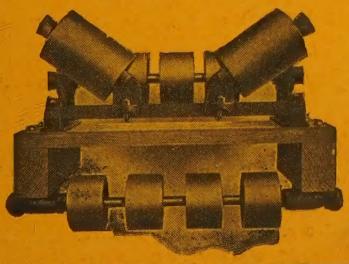
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Independent Grain Co., grain commission.
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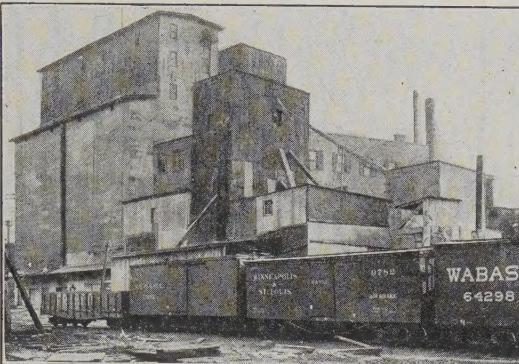
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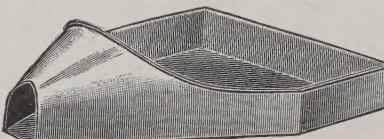
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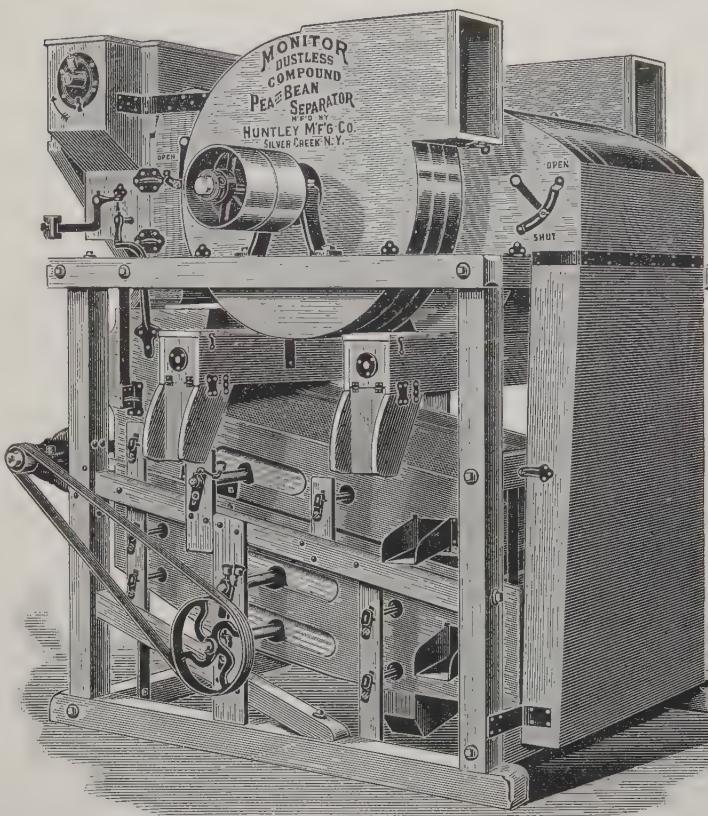
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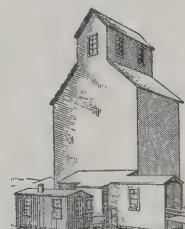
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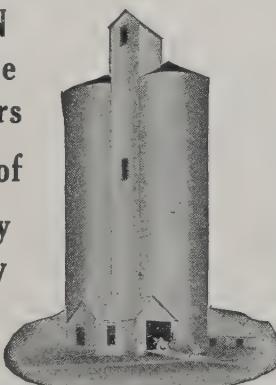
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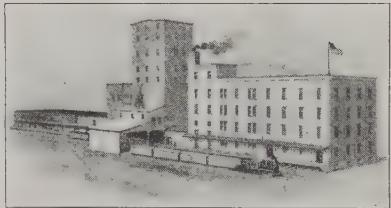
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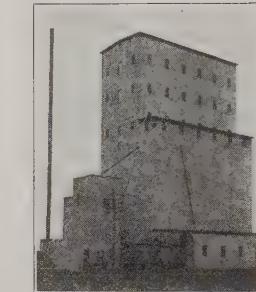


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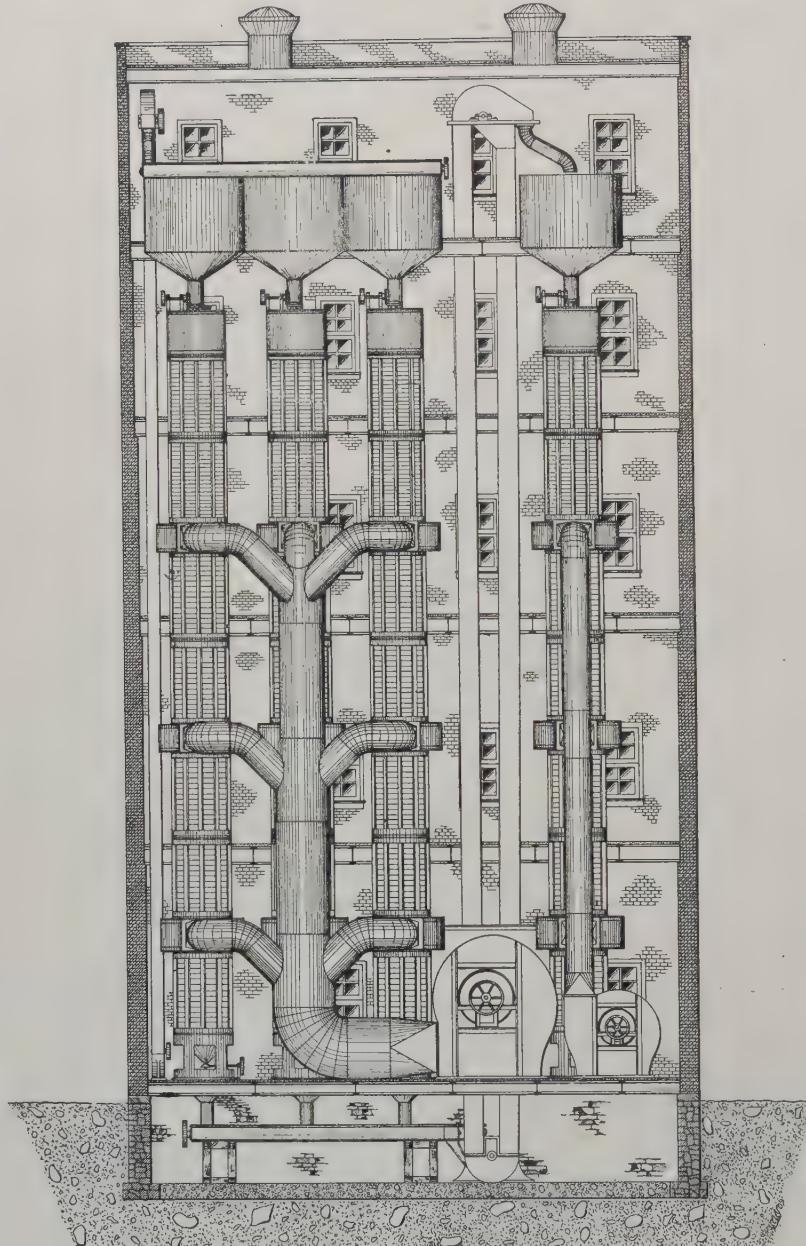
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THE S. HOWES CO.

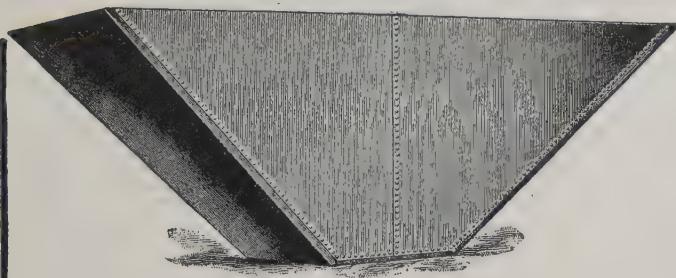


Originators of the Highest Grade of
Grain Cleaning Machinery

“EUREKA WORKS:” SILVER CREEK, N. Y.



Our Boot Tanks Never Leak



Complete Elevator Equipments Our Specialty

Let us figure on your bill,
quality considered you
will find our prices right.

Link-Belt Supply Co.
Minneapolis, Minn.



When in need

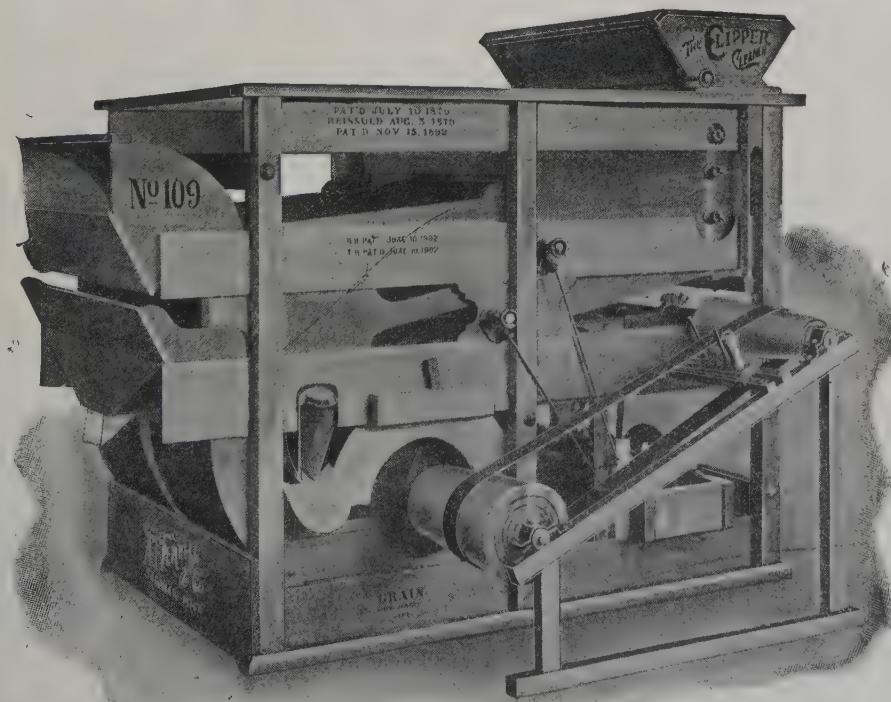
of estimates or information relative to elevator and mill transmission, or any kind of power machinery installations, write, telephone or call. We are the General Northwestern Agents for the following well known high grade lines:

The Sonander Automatic Scales
"The Standard" Scales
The Foos Gas, Gasoline and Producer Gas Engines
Skinner Automatic Steam Engines
Bates Corliss Heavy Duty Engines
Frost Engines and Boilers
Smith-Vaile Steam and Power Pumps
Chain Belt Concrete Mixers
Clyde Hoisting Engines
Cookson Feed Water Heaters
Webster Mfg. Co.'s Mill and Elevator Conveying and Transmission Machinery
Blue Thread Brand Transmission Rope
Diamond Rubber Co.'s Line
Engineers' and Electrical Supplies
Pipe, Valves, Fittings, Hose and Packing

A complete stock carried for prompt shipment and in addition we have a fully equipped machine shop for manufacturing and job work.

Power Equipment Co., Minneapolis

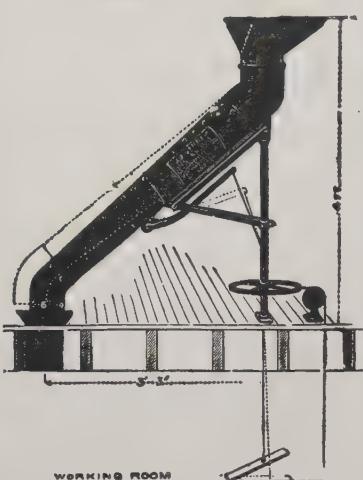
The No. 109 Clipper Cleaner



Is unequaled for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens, which enables you to keep it working to its full screen capacity all the time. It is very light running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horsepower on clover or any kind of seed, nor over one horsepower on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

A. T. FERRELL & CO., :: Saginaw, W. S., Michigan

ORDER THE No. 2

GERBER IMPROVED
Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS,
MINN.



WE MANUFACTURE

Success Safety Man-lift, Birchard's Standard Fireproof Elevator Boots, Birchard's Distributing Spouts, Cast Iron Turn Heads, Overhead Indicators, Dump Locks and Irons, Blue Annealed Steel Spouting, Flexible Grain Spout (Hastings Special).

We SELL Belting, Transmission Rope, Salem Steel Buckets, Wood and Iron Pulleys, Drop Hangers, Pillow Boxes, Set Collars, Shafting, and in fact everything that enters into the machinery construction of grain elevators.

Try Hastings Special Steel Grain Flexible Loading Spouts and Smoke Stacks. Your favors will be appreciated.

Hastings Foundry & Iron Works
Hastings, Nebraska.

THE BEST

is none too good, so goes an old saying.

Our New Era Manlift has many **exclusive features** and is the **very best that can be made**.

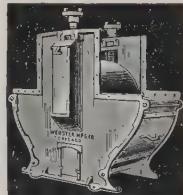
We also make **Hand and Power Elevators, Dumbwaiters, etc.** We can please you.

Write for descriptive matter and prices.

SIDNEY ELEVATOR MFG. CO.
SIDNEY, OHIO

Elevator Supplies

We manufacture a complete line of grain-handling machinery including

SPOUTS,
BOOTS,
Clutches,
Buckets,
Pulleys,
Belting, Etc.

We carry a stock on hand and can make prompt delivery. Consult us when planning improvements.

Write for catalog.

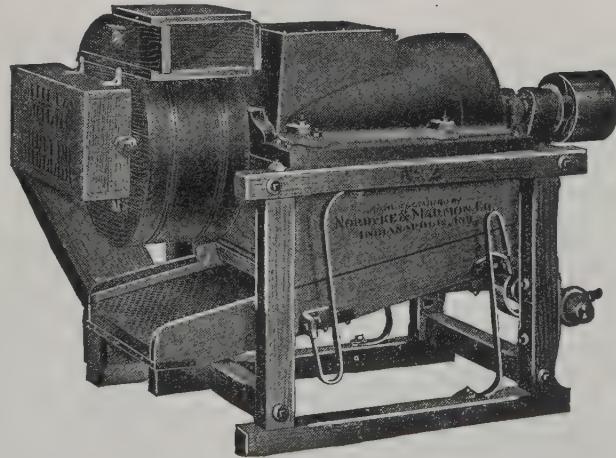
K. C. Mfg. & Supply Co.
Kansas City, Mo.



Eight by
Six
Omaha
Buckets
in the
"HALL
SPECIAL"
Elevator
Leg

are guaranteed by us to elevate 1800 bushels of grain every consecutive hour, under test, in your elevator. They will do it without choking, stopping, or spilling grain; either in the elevation or in distribution; and do it without attention.

HALL DISTRIBUTOR CO.
222 Range Bldg., Omaha, Neb.

MILL
SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.

THE ATLAS CAR-MOVER
Manufactured exclusively by
The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.
is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

The host of users of our
Special Grain Shovel Rope

and all other owners of Car Pullers would do well to use our Marline-Covered

CAR PULLING ROPE

It's a great thing.

DURABLE WIRE ROPE CO.

BOSTON CHICAGO
28-30 Atlantic Ave. 105 N. Canal Street

THE
RELIANCE AUTOMATIC DUMP CONTROLLER

does not require time or labor in operating, is n^o in the road in the sink or in driveway. It is simple, durable and easily attached to any drop dump. All prominent elevator contractors recommend it.

In our experience in grain elevator building we find there is often a great objection raised by the farmers about the hard dropping of their wagons in dumping; also that expense often accrues to grain men for repairs to wagons broken in this way.

It has been in use over the central grain states two years. We have letters from a great number of users who speak of it in the highest terms, and say they will not do without it.

We guarantee it to give satisfaction.

Shipped on 30 to 60 days trial. Price, \$12.00.
Yours truly,

RELIANCE CONSTRUCTION CO.
INDIANAPOLIS, IND.



RUBBER BELTING

The Gutta Percha and Rubber Mfg. Co.

Catalog

CHICAGO

Samples

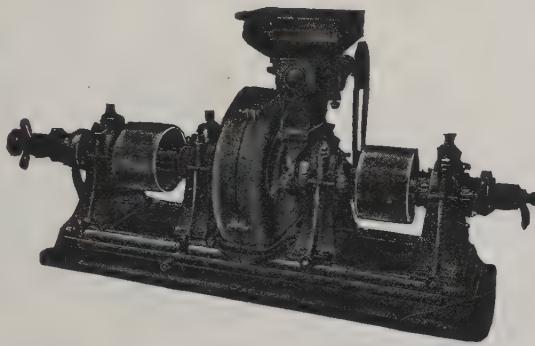
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

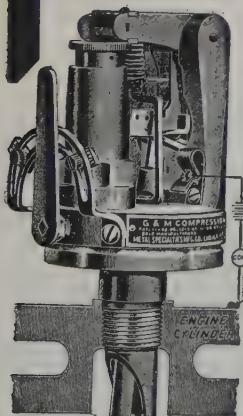
Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO.
P. O. 260, MUNCY, PA.



G. & M. Compression Igniter
Special Price Next 30 Days
A Revelation in Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in place of your jump spark, hot tube, or mechanical make and break igniter.

We Can Save You Money

by increasing the efficiency of your engine. We ignite the charge at the proper moment under all conditions of load and speed.

Other results are; easier starting; greater power; steadier running; no mis-fires; less straining and jerking of the engine.

LIVE AGENTS WANTED

For particulars write sole manufacturers

METAL SPECIALTIES MFG. CO.
427-441 W. Randolph St., Chicago, Ill.

Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

The Strong-Scott Mfg. Co.
Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

ECONOMY LINERS

Russell, Kansas, 5-20-10.

MR. FRED. W. KENNEDY,
Shelbyville, Ind.

Dear Sir:

We take pleasure in recommending your car-liners. We find that they are both economical and practical, and we consider that it is poor economy to put out cars of bulk grain without a car-liner of this sort.

Yours truly, PAUL D. MILLER.

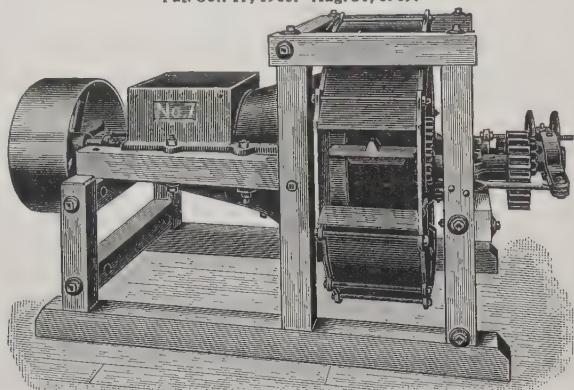
The above letter shows the opinion of one of the prominent grain shippers of Kansas. **KENNEDY CAR LINERS** are the cheapest and surest means of preventing leakages in transit that can be procured. Ten each our standard and end liners costs \$21.50. About one car in four needs the protection afforded by them. At this ratio, the twenty liners would last during the shipment of eighty cars of grain, or at an average cost of but thirty cents per car. A leak in a single car can cost more than entire lot of liners.

Made by
FRED. W. KENNEDY
Shelbyville :: :: Ind.

Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

Pat. Oct. 17, 1905. Aug. 31, 1909.



The Cup Discharge U. S. Corn Sheller

is an improvement, the 1910 Model. Always an Over discharge, sets on same level of the Boot. Corn escapes thru the lower shell to the Drum as soon as shelled.

NO SUPERFLUOUS CRACKED CORN

No delays when repairs are needed. No cemented pit or steel tank expenses when you use our make of corn shellers. The CONSTANT BALL BEARING MAN-LIFT is another improvement for this season.

WRITE FOR OUR CATALOG.

B. S. CONSTANT CO., Bloomington, Ill.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speak for Itself:

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 13 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more com pletely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.
By J. Z. Keel.

POSITIVELY GUARANTEED
to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for Catalog



MARSEILLES MFG. CO. Marseilles, Ill.

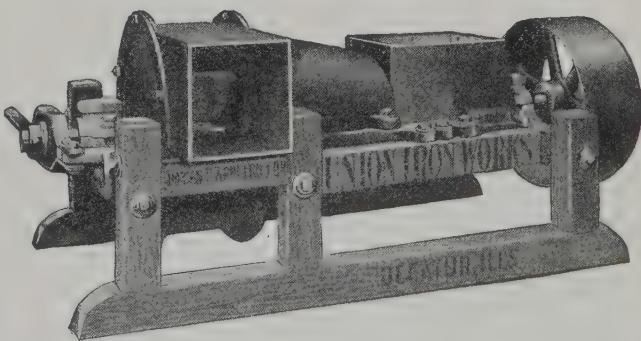
Branch Houses and General Agencies at Principal Distributing Cities.

THE 1910 CORN CROP

Are you planning to handle this year's crop of corn economically and with profit to yourself? Is your elevator so equipped that you can do this? Corn that is poorly shelled and not properly cleaned misses grade.

Every elevator, equipped with "Western" machinery, is a money making plant. The "Western" Pitless Shellers shell with a minimum amount of power; are so adjusted and built that few, if any, kernels are broken. They discharge over or under, right or left, and no pit is required.

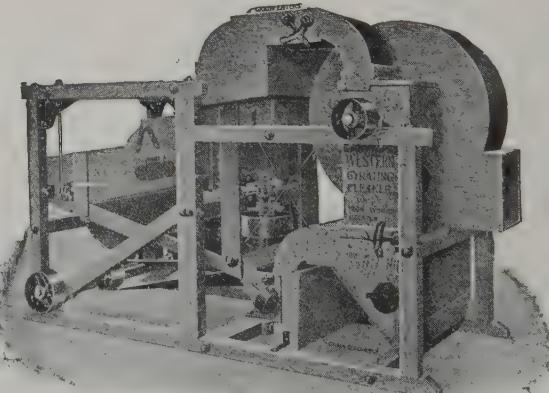
The "Western" Gyrating Cleaner will thoroughly remove all pieces of broken corn, pieces of cob, husks, silks and other foreign matter. This cleaner is in absolute control of the operator and can be adjusted to suit all requirements. Capacities 175 to 2,400 bushels per hour. This is the most economical machine, as it can be equipped with screens to clean wheat and oats.



The Western Pitless Sheller

We have been building the "Western" line of machinery for more than forty years, and when you buy a "Western" machine, you get the best that time, money and skill can make.

Send for our catalogue No. 26, which describes our line of shellers, cleaners and complete elevator equipment.



The Western Gyrating Cleaner

UNION IRON WORKS, Decatur, Ill.

1221-1223 Union Ave., Kansas City, Mo.

SNAP IT ON—Requires no sealing iron or other tools; simple, yet effective.

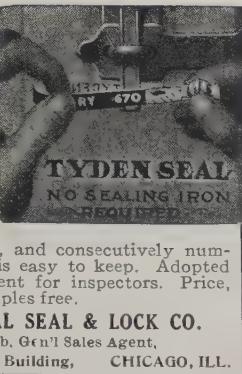


We number as desired.
Order now for your season's supply.
AUTOMATIC SEAL CO., DETROIT, MICH.

Establish

the fact that your cars were sealed at point of origin, with a seal that cannot be duplicated. It protects you against loss. Use the Tyden Self-Locking Car Seal, bearing your name, and consecutively numbered. The record is easy to keep. Adopted by U. S. Government for inspectors. Price, \$3.50 per 1,000. Samples free.

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building, CHICAGO, ILL.



WE WANT every grain handler to know the merits of our

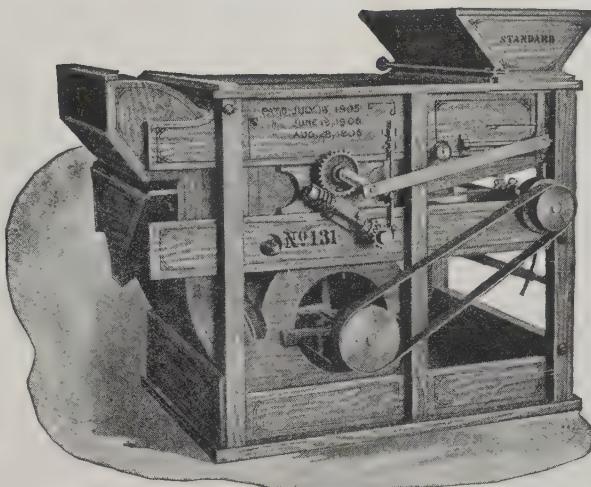
GRAIN PURIFYING SYSTEM

and hope all who read this advertisement will write us for particulars.

Do it Now.

U. S. GRAIN PURIFIER CO.
Earl Park, Indiana

You're A Loser If Not a User



All who ship seeds are losers if they are not equipped to properly clean them.

There is only one way to do this properly, it is to have the most modern kind of a seed cleaner.

THE STANDARD SEED AND GRAIN CLEANER

is the ideal machine for this purpose.

It has many exclusive patented features.

It requires but little power, is easily operated and we guarantee it to clean effectively.

Write us for further particulars. We will gladly give you the benefit of our experience and show what we have done for others.

INTERNATIONAL MFG. CO. Crestline, Ohio

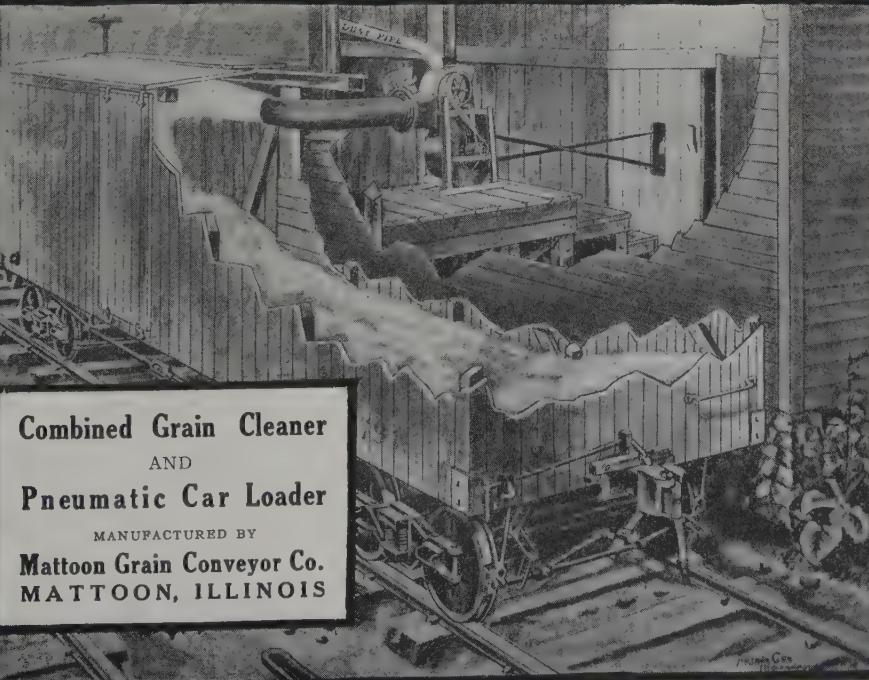
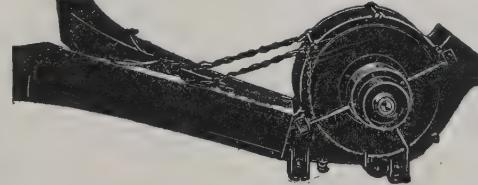
The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

Mr. Elevator Owner: If you ever help to scoop the grain, especially dusty oats, back into the ends of the cars you know what kind of a job it is. All of this can be avoided by buying a Boss car loader for with it you can fill any car as full as you wish to, the center as well as the ends, without any shoveling and without getting inside the car.

We will give you the names of as many of the users of these loaders as you say you want, some of whom have been using their loaders for nine years and the experience of others is a pretty good guide but if you prefer to see for yourself we will send you one and not require you to pay us anything until you have tested the machine thoroughly and decided to keep it.

Should it prove unsatisfactory we will not be there to insist on your keeping it so you can return it at our expense. We make them in capacities ranging from 20 to 60 bushels per minute and have all sizes in stock so that orders are filled the day they are received.

MAROA MANUFACTURING CO., DEPT. MAROA, ILL.



Combined Grain Cleaner
AND
Pneumatic Car Loader
MANUFACTURED BY
Mattoon Grain Conveyor Co.
MATTOON, ILLINOIS

COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine That Will Clean and Load at the Same Time.

The ONLY Car Loader That Will Not Damage the Grain.

The ONLY Car Loader With Automatic Loading Spout Which Insures Even Distribution of Grain in All Parts of the Car.

For Descriptive Circular and Prices, Address

Mattoon Grain Conveyor Co.
Mattoon, Ill.

WITTE ENGINES

USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

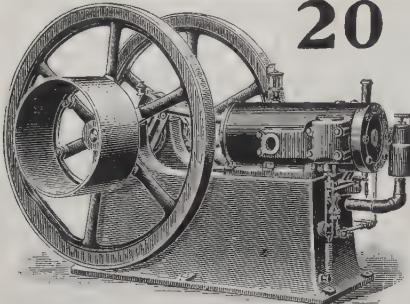
FIVE YEAR BOND GUARANTEE

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the WITTE we help us advertise. So write for our introducing proposition stating size wanted.

WITTE IRON WORKS CO.

1626 Oakland Ave.,

KANSAS CITY, MO.



20 Years' Trial

For over twenty years we have been building Thompson-Lewis Gasoline Engines.

While every engine is thoroughly shop tested before it is shipped, we have not stopped with such a trial, but have tried to keep track of it in actual service.

As yet we have failed to find one which has failed to do all that we claimed. This

PROVES ITS SUPERIORITY

These engines are built for long service.

In fact, we have by careful study been able to produce an engine which is almost perfection in the hands of our customers.

We guarantee them to do all that we claim. They are made in several sizes and styles. Send for Catalog.

J. Thompson & Son Mfg. Co., Beloit, Wis.

BELTING, PULLEYS, HANGERS, SHAFTING and SUPPLIES

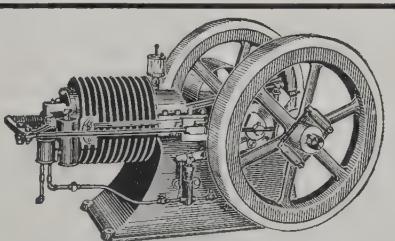
GAS AND GASOLINE ENGINES

SEND FOR PRICES

THE OSBORNE & SEXTON MACHINERY CO., Columbus, Ohio

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.



SAVES GASOLINE—This engine runs on $\frac{1}{2}$ less gasoline than any other make. Let us prove it. Try one in your elevator for 30 days FREE. Cylinder is cooled without the use of fans or water, there is nothing to "Freeze up." Many large firms use this engine exclusively. We will be glad to furnish you their names.

GADE BROS. MFG. CO.,
116 Main St., Iowa Falls, Iowa

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Eight Sizes—2 to 25-horsepower.

Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana

FEED MILLS

CHECK
your re-
ductions of
pounds to
bushels by
using

Clark's Carload Grain Tables

New edition
revised and
enlarged.
Price, \$2.50.

GRAIN DEALERS
JOURNAL
Chicago, Illinois

FOOS

GAS AND GASOLINE ENGINES

Have reached their present state of perfection as a direct result of 22 years experience in manufacturing them. These engines are built in the largest exclusive gas engine plant in America where they have the advantages of superior superintendence and the best shop equipment. Catalogue No. 20 explains points of great interest to prospective engine purchasers. send for it. Horizontal and vertical 2 to 500 HP.

THE FOOS GAS ENGINE CO.

SPRINGFIELD, OHIO.

\$50 TO \$300 SAVED

We are manufacturers, not merchants. Save dealers, jobbers and catalog house profit. I'll save you from \$50 to \$300 on my High Grade Standard Gasoline Engines from 2 to 22-H.-P.—Price direct to you lower than dealers or jobbers have to pay for similar engines in carload lots for spot cash.

GALLOWAY

Price and quality speak for themselves and you are to be the sole judge. Sell your poorest horse and buy a

5-H.-P. only \$119.50

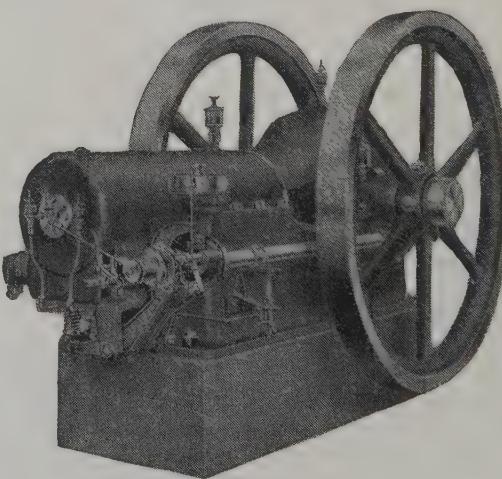
You Can Make From \$500 a Day
Direct From My Factory on 30 Days' Free Trial. Satisfaction or money back. Write for special proposition. All you pay me is for raw material, labor, and one small profit. Send for my big BOOK FREE.

Wm. Galloway, Pres.

Wm. Galloway Co.
1315 Galloway Station
Waterloo, Iowa

THE FIELD THE DE LUX ENGINE AN ELEVATOR ENGINE

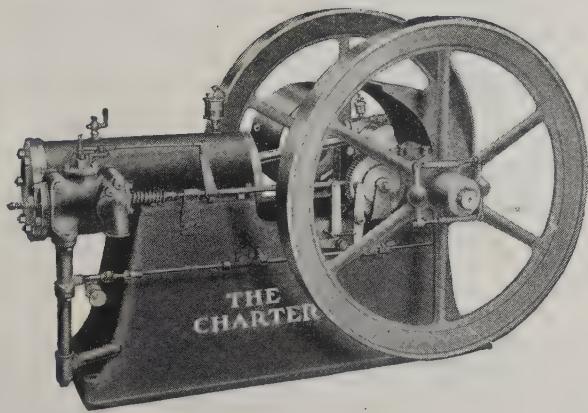
Write us for a list of elevators using THE FIELD



MFG. BY

THE FIELD-BRUNDAGE CO.
JACKSON, MICH.

Here is the Charter Engine



We have been building this engine for 26 years. It is as near perfection as human ingenuity can make it.

If you want the best engine—one that will stand up under hard service at low cost of maintenance, send for our catalog. It will give you full particulars and it's free.

State present or prospective power needs.

CHARTER GAS ENGINE CO., Box 509, STERLING, ILL.

Don't Take Chances

Don't Experiment
Buy an Engine
That is Proved

Elevator and mill men all over the country are using I H C gasoline engines with absolute satisfaction. Many of them have used these engines for years and have proved by the actual test of long and hard usage their capacity to meet every condition—to stand up under any emergency.

Get an I H C—the engine that experience has proved the best

Investigation will easily show this fact and the reason.

I H C construction is simple—few parts—each part amply strong.

I H C construction is exact—each part fits perfectly—works perfectly—no missing fire—no wasted fuel.

I H C construction is correct—all gasoline is perfectly vaporized—highly compressed—immediately fired—obtaining most power from least fuel.

I H C construction is accessible—every part can be easily cleaned and kept in perfect order.

I H C construction will give you most power—at lowest cost—with least trouble—for longest service.

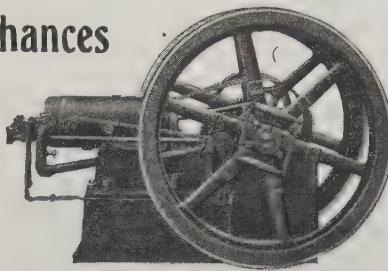
The I H C line contains an engine for every need—1 to 25-horse power—vertical or horizontal—stationary, portable (on trucks or skids,) or tractor. You can easily choose just the engine you want. Investigate these points for yourself.

Write us for catalogue and full particulars.

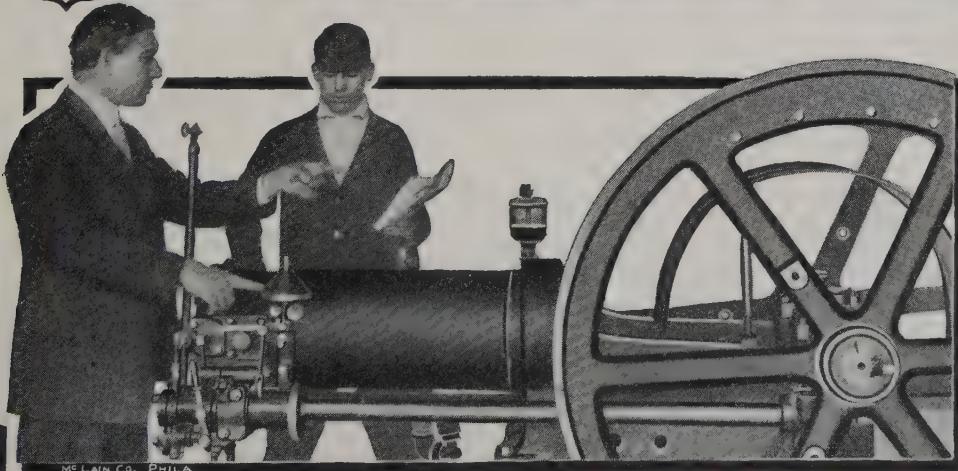
INTERNATIONAL HARVESTER COMPANY OF AMERICA
(Incorporated)

21 Harvester Building

CHICAGO U. S. A.



Why OTTO Products are Cheapest



McLAIN CO. PHILA.

FOURTH REASON—SIMPLICITY

Another big inducement to power users to install OTTO Gas Engines is their simplicity both in construction and operation. It is this simplicity which makes it unnecessary to have an expensive licensed engineer to operate the OTTO. By carefully following the full instructions printed in our instruction book any inexperienced man of ordinary mechanical ability can successfully operate an OTTO gas or gasoline engine.

The writer of the above letter says "We now have in use all of these (OTTO) engines, all of which are being operated by the ordinary run of inexperienced help, and, so far, we have had no difficulty whatever with these machines." (Read the rest of the letter.)

This saving in wages is only one of the OTTO economies. Statistics have long since proven gas engines to be the most economical prime movers, and the fact that over 100,000 of the OTTO are in successful operation is conclusive evidence that they have proven by far the most successful of all gas engines.

Will you let us show you how the OTTO could make money for you? Would you like us to send you some letters from actual users telling what the OTTO has done for them?

We'll send you these and more if you'll sign the attached coupon giving us your name and address.

Tell us what special difficulties you're up against and let us help you overcome them.

We'll do all we can if you'll just use the coupon right now before you forget.

OTTO GAS ENGINE WORKS, 3213 Walnut St., Philadelphia, Pa.

Branches: Chicago Boston New York Pittsburgh Omaha Kansas City Minneapolis San Francisco

THE
WICHITA MILL & ELEVATOR CO
Wichita Falls, Texas.
H. W. Graber Machinery Co.,
Dallas, Texas.

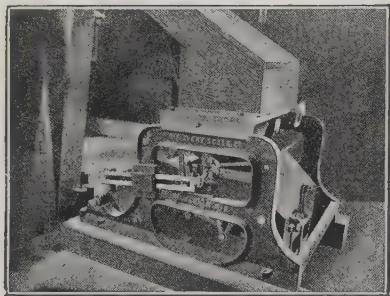
Gentlemen:—We have your favor of the 19th and beg to advise that we have been using Otto Gasoline Engines for the last several years in our various country elevators. We have found them one of the most satisfactory machines we have ever had in use. We now have in use all of these engines, all of which are being operated by the ordinary run of inexperienced help, and, so far, we have had no difficulty whatever with these machines. In our opinion they produce more power with less cost for fuel and less cost caused by repairs than any engine we ever had in use.

Yours very truly,

THE
WICHITA MILL & ELEVATOR CO.,
(Signed) Kel.

COUPON
Otto Gas Engine Works, Philadelphia, Pa.
Gentlemen:—Replying to your ad. in "Grain Dealers Journal," July, 1910, send me catalogues, etc., together with approximate estimate of cost of installing a
OTTO Engine of _____ H. P.
To be used for _____
Name _____
Firm name _____
Address _____

AVERY



THE
TIME
TEST
TELLS
THE
TALE
OF

AUTOMATIC SCALES

The Avery survives BECAUSE:

Its fundamental principles are right.
It is built of the best materials.
It cannot make mistakes.
It is a Standard Test Scale.
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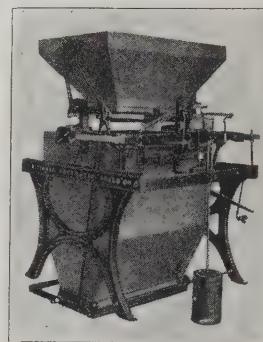
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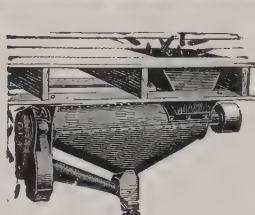
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the good features exploited by others, but without a single bad feature so often found in automatics. Handles trashy grain at any rate of elevation without regulating the scale and handles this as accurate and more so than any other scale, weighs clean grain at normal elevation whether automatic or not. Write for our new catalog. NO SALESMEN'S EXPENSES—YOU get the benefit. 60 days free trial. To contractors—YOU can sell three Nationals where you sell but one or two "sold by salesmen" scales.

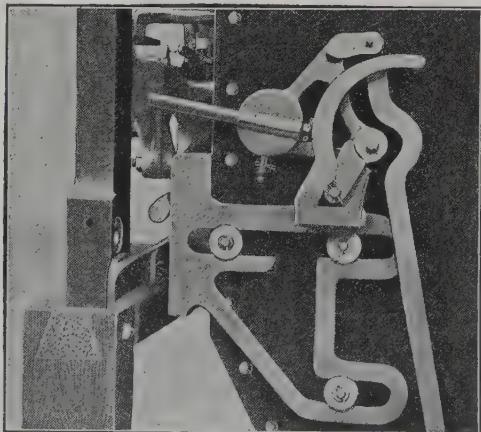
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Locked and Barred Against Accidents

The New Richardson Automatic Grain Scale Fitted with Our Locking Gear
is More Reliable Than Any Hopper or Other Automatic Scale Because it
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You cannot afford the risk of grain running through your scale untallied because foreign matter or friction prevents the feed gate from closing before the hopper door opens.

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If you want a Fool-Proof Scale, specify the Richardson. The result of the accumulated experience of 20 years.

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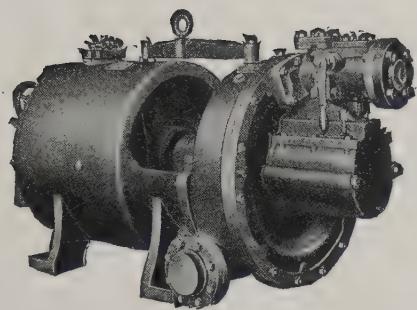
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There is only one way of changing the heat of steam into mechanical work—that is, through expansion of the steam. There are, however, several ways of using it. One is to expand and expel it alternately as is done in the ordinary steam engine. The other is to keep up a constant change of heat into work as is done by the continuous expansion of steam in the Curtis Steam Turbine.

*The steam turbine method
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The Curtis Steam Turbine does away with sliding contacts, and backward motion.

Rotary motion is required by the electric generator and rotary motion is supplied by the turbine.

The power is supplied at the proper generator speed and the turbine and generator are keyed on the shaft *in one solid unit*.

Owing to its simplicity it requires little care or attention and due to its correct mechanical construction it runs with very little steam.

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Curtis Steam Turbine Generators are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps. The largest will fill any commercial requirement.

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Why shake your building with a shaking cleaner?

The Beall
Motionless
Screen Cleaner
has no eccentrics,
and does
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Those who
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Why Shouldn't Your Roof Be as Permanent as the Foundation?

The foundation of your building is made of stone because nothing can affect stone. If the entire building were equally as durable it would last forever.



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J-M Asbestos Roofing is made from stone—Asbestos. We make this fireproof stone into roofing fabric by cementing the fibres together with Nature's everlasting water-proofer, J-M Trinidad Lake Asphalt. It will make a roof as permanent as your foundation.

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is the only smooth-surfaced ready roofing that never has to be painted. It hasn't any skin-coat of paint to be constantly renewed. That is why it is always the "cheapest-per-year" roofing in the end, even though it costs a little more than some other ready roofings at the start. *The first cost is the only cost.*

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THE ROOFING FOR ANY BUILDING ANYWHERE

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GASOLINE ENGINES.

\$350 WILL TAKE our 17 h.p. gas or gasoline engine; self starter. Michigan City Paper Box Co., Michigan City, Ind.

30 H. P. LOZIER GASOLINE ENGINE for sale. Good as new. Lincoln, Springfield Coal Co., Old Colony Bldg., Chicago.

18 H. P. LEWIS GASOLINE ENGINE in first-class condition with electric igniter for sale at a bargain. S. J. Thompson, Holton, Kans.

IF YOU HAVE a gasoline engine for sale advertise in the “Gasoline Engines” column of the Grain Dealers Journal and get quick results.

ONE 22 H.P. FAIRBANKS-MORSE gasoline engine. Guaranteed in good operating condition. Thoroughly overhauled at \$300. Grayson Mill & Grain Co., Van Alstyne, Texas.

ONE 15 H. P. LEWIS GASOLINE engine for sale. Guaranteed in first-class condition, at half price. Reason for selling, will install electric motor. Address J. M. J., Box 10, Grain Dealers Journal, Chicago, Ill.

ONE 35 H. P. OLDS GASOLINE engine for sale at a bargain. New type, nearly new. One 18 h. p. Olds gasoline engine rebuilt last fall. These engines are in perfect condition and running every day. We are installing electric motors and will have no use for the engines. Leslie Elevator Co., Leslie, Mich.

GASOLINE ENGINES for sale. One 3 h.p. Backus, one 3 h.p. McMullen, one 15 h.p. Nash, one 16 h.p. Otto, one 50 h.p. Miller. Running order. We will sell these very cheap as they are or completely overhaul them and guarantee them practically new. Gregory Electric Co., 16th and Lincoln Sts., Chicago.

GASOLINE ENGINES FOR SALE.
 1 3 H.P. Webster, good condition... \$ 60.00
 1 4 H.P. Olds, good condition..... 90.00
 1 4 H.P. Field, used 60 days..... 105.00
 1 6 H.P. Webster, new 125.00
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 Allen P. Ely & Co., Omaha, Nebr.

ONE 15 H. P. INTERNATIONAL Harvester Co. gasoline engine for sale. Guaranteed in first-class condition. Has only run for one year. New cylinder and piston, water tank and oil tank and all piping belongings are included. Reason for selling, have installed a 30 h. p. machine in its place. This is a bargain at \$300 f. o. b. on car at St. Hilaire, Minn. Address Farmers Elevator Co., St. Hilaire, Minn.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
 25 H.P. Columbus.
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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

16 H. P. WAYNE GASOLINE engine for sale. Just being overhauled. New cylinder, new valves, repainted and to be made good as new and will be guaranteed by makers. A bargain at \$300; f. o. b. Ft. Wayne, Ind. Also 30 h.p. steam engine in first-class condition at \$100; f. o. b. Cecil, Ohio. Address Square Deal Elevator Co., Cecil, Ohio.

GASOLINE ENGINE WANTED

WANT SMALL GASOLINE ENGINE in exchange for an Edison 110 volt dynamo, 60 light machine in perfect running order. Address W. Sweitzer, San Pierre, Ind.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

MODERN RAILROAD TRACK SCALE in first class condition for sale. Geo. C. Bagley Elev. Co., Minneapolis, Minn.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

80,000-LB. CAPACITY FAIRBANKS R. R. track scales for sale. Can weigh 36 ft. length car on same. Will be sold cheap. Address The Jay Grain Co., St. Marys, Ohio.

FAIRBANKS DORMANT warehouse scale with two tall iron pillar outfit for sale. Platform 42x44 in. Capacity 3,500 lbs. Price \$60 f. o. b. Lindsey, Ohio. C. Wolfe, Lindsey, O.

SCALES FOR SALE. Slightly used or rebuilt scales, guaranteed in good condition at half prices. 100 ton, 42 ft. Standard; 80 ton, 42 ft. and 60 ton, 38 ft. Fairbanks; 10 ton, 14 ft. 6 ton, 14 ft. 5 ton, 14 ft. Fairbanks wagon; 200 and 150 bu. hopper, Fairbanks; 3,500 lb. Dormant; several portable scales; all offered subject to prior sale; also new scales; all sizes to 200 ton capacity, for sale or exchange. Repairing and testing a specialty. Standard Scale Co., 1347 Wabash Ave., Chicago, Ill.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

BUILDING MATERIAL.

FOR SALE CHEAP, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5. Foot Courtland Ave., Toledo, Ohio.

AUTOMOBILE FOR SALE.

WANT \$2,000 CASH in exchange for a 1910 model D. Halladay touring car, list price is \$2,500, four cylinder seven passenger, forty h. p. I have a deposit on this car at the factory and will discount it 20% to dispose of it. This is a brand new car never run and is a snap for some one for a quick deal. Address W. Sweitzer, San Pierre, Ind.

AUTOMOBILE SUPPLIES.

CLINCHER AUTO CASES AND TUBES. Case 28x3, \$10.50; tube \$3. 30x3, \$11.50; tube \$3.25. 30x3 $\frac{1}{2}$, \$15; tube \$3.75. 30x4, \$17.50; tube \$5. 32x3 $\frac{1}{2}$, \$15.50; tube \$4. 32x4, \$19; tube \$5.50. 34x4, \$21; tube \$6. Single tube tires, 5 & 8 lugs, 26x2 $\frac{1}{2}$, \$9. 28x2 $\frac{1}{2}$, \$10. 28x3, \$12. My tires are all fresh from the factories, price at which the clincher cases are sold at, makers buffed off names. On receipt of 10% of the amount of order I ship and allow examination. W. Vanderpool, Jamestown, Ohio.

STEAM ENGINES—BOILERS.

FOR SALE CHEAP 24 h.p. Atlas steam engine and boiler equipment complete; good as new. No. 1 Western Gyrating cleaner; large size Boss car loader. L. F. Webb Grain Co., Weldon, Ill.

A 20 H. P. STEAM ENGINE and 25 H. P. boiler with 40 ft. of smoke stack. Chandler & Taylor Co. make. This engine has been run under careful conditions and is as good as new. Bryce Farmers Grain Co., P. O. Milford, Ill.

WE OFFER for the Commonwealth Edison Company following equipment which has been taken out of service in plants where their central station current has been substituted.

1—50 light 3 KW belted generator and 5 H.P. Backus gas engine.

1—60 light 3 $\frac{3}{4}$ KW Lundell generator direct connected to 6 HP Metz & Weiss kerosene engine; mounted on common base, complete with switchboard and instruments.

1—200 light 10 KW 125 volt generator belted to 15 HP White & Middleton gas engine.

1—300 light 17 KW Westinghouse 110 volt, belted generator and 25 HP Nash gas engine.

1—300 light 17 KW 110 volt Westinghouse generator belted to 30 HP Nash gas engine.

1—700 light 125 volt generator, 800 RPM, belted to 50 HP 3 cylinder vertical Nash gas engine.

STEAM ENGINES.

1—6 HP Sturtevant automatic vertical engine.

1—10 HP Sturtevant automatic vertical engine.

1—10 HP Jewell side crank horizontal engine.

1—12 HP Payne vertical twin engine.

1—25 HP Wachs vertical engine.

1—7x9 double cylinder steam driven elevator machine.

Steam and gas engines, boilers, stacks, generators, motors, belting, pumps, etc.; all sizes and types. Power Equipment Company, Fisher Bldg., Chicago, Ill.

REBUILT ENGINES AND BOILERS. ENGINES—CORLISS: 20x48 Wheelock, 18 x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

ENGINES—AUTOMATIC: 15x14 Erie, 14 $\frac{1}{4}$ x16 Buckeye, 11x16x12 Buffalo Compound, 13 $\frac{1}{2}$ x15 Taylor, 13x16 Erie, 13x12 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armington & Sims, 11x16 Atlas, 10 $\frac{1}{4}$ x14 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 H. S. & G., 14x18 Sinker-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8 $\frac{1}{4}$ x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS—STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 44x12, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

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HEATERS: All sizes, open and closed.

PUMPS: All sizes, single and duplex.

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ELEVATORS FOR SALE.

ELEVATOR and exclusive grain business in rich farming locality for sale. J. Jacobson, Formosa, Kas.

FOR SALE CHEAP and on easy terms, modern 30 M elevator. Did 125 M business last year. Address M. L. Wolfe, Groton, S. D.

FOR SALE AT A BARGAIN—Good paying elevator in the northeastern Missouri, price \$1,250. Write for description. Address N. C. E. Box 2, Grain Dealers Journal, Chicago, Ill.

CHICKASHA, OKLA. Grain elevator for sale at Chickasha, Okla. Just built; 10,000 bu. capacity, run by electric motor; in good grain country. Address Chickasha National Bank.

FOR SALE—BANTRY, N. DAK. 25,000 bu. capacity cribbed elevator in first-class shape and dwelling house. Sell both or separately. Stair, Christensen & Timerman, Minneapolis, Minn.

ELEVATORS FOR SALE. Two up to date plants. One in large town, the other at station a few miles out. Both doing good business. Owners wish to retire. Address J. M. Maguire, Campus, Ill.

TWO MODERN GRAIN ELEVATORS for sale, storage capacity 125,000 bu. Well located, near Ft. Worth and Dallas. Bargains, terms. Address V. I. S., Box 2, Grain Dealers Journal, Chicago, Ill.

FOR LEASE a good elevator property in a good town of 800 in northern Iowa doing a good business. Fine country and property in good shape. Write W. A. M. Box 2, Grain Dealers Journal, Chicago, Ill.

NORTHERN OKLA. 25,000 bu. elevator in No. Okla. Kay Co. Best corn, wheat and oat country in the state. Fine oat crop, fair wheat and good prospects for corn. For particulars address Box 742, Blackwell, Okla.

TWO GRAIN ELEVATORS for sale. One located in western part of the state (Nebraska) and another about one hundred miles north of Lincoln. We will make a right price to anyone interested. Address T. I. D. Box 2, Grain Dealers Journal, Chicago, Ill.

MINNESOTA AND SOUTH DAKOTA. For sale grain elevators in Minn. and So. Dak. Good crop around each house and big money will be made this year. Houses in good working condition. Have clever buyers. For particulars address Red Wing Milling Co., Red Wing, Minn.

FOR SALE OR TRADE 12,000 bu. elevator, 100 bbl. flour mill, 50 bbl. meal mill, good coal business, located in good Mo. town, two thousand inhabitants. A bargain for cash. Will trade for unincumbered land. Address Mill Box 2, Grain Dealers Journal, Chicago, Ill.

OHIO. Elevator for sale on Big 4 R. R. in Logan County, Ohio. Also 9 room residence up to date and new barn in same town of 1,500. Capacity of elevator 30,000 bu. Handles 150,000 bu. annually. Good reasons for selling. For further information, address Lock Box 42, East Liberty, Ohio.

MICHIGAN. Elevator for sale. 10,000 bu. capacity; in center of bean growing district in Mich. Building good as new. Gasoline power, fully equipped for handling grain and beans. Good coal business and small feed plant; situated on Grand Trunk Western R. R. Address Millett Elevator Co., Millett, Mich.

LINE OF EIGHT ELEVATORS all up to date and on same railroad for sale. Cash or on reasonable terms. Sell separately if desired. Large business this year; best and biggest crops since 1902; harvest in full swing. Will pay you to act quickly. Owners retiring account of age and health. Address D. O. D. Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR IN IOWA to trade for So. Dak. land. Address John, Box 4, Grain Dealers Journal, Chicago.

ELEVATOR AT BENTON, KANSAS, for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

SOUTH DAKOTA. Four grain elevators located in the cream of So. Dak. territory for sale. Doing good business. Address Dakota, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. Capacity 24,000 bu. On the main line of the C. R. I. & P. R. R. 122 miles west of Chicago. Equipped with good gasoline engine. Price reasonable. Address Lock Box 189, Tiskilwa, Ill.

WINFRED, S. D. For sale, a 25,000 bu. cribbed elevator at Winfred, S. D., on the Mil. Road, known as the D. C. Harrington elevator. Price \$5,000. For further information write Stair, Christensen & Timerman, Minneapolis, Minn.

SOUTH OKLA. Wanted to sell 4-70 saw gin and 25,000 bu. elevator, combined or separately; all or half interest; located in one of finest sections of South, Okla. Terms liberal. Address X. Y. Z., Box 11, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN KANSAS. For sale, two elevators in one town in Northeastern Kans. No competitor. Best proposition in the state. Want to retire. Price for both houses, \$15,000. Address S. T. R., Box 1, Grain Dealers Journal, Chicago, Ill.

SOUTHERN MICHIGAN. For sale 15,000 bu. capacity elevator, gasoline engine, Eureka cleaner, one leg and scales all in good condition. Located in one of the best counties in So. Mich. on Lake Shore Ry. Only elevator in town. Sell for \$1,500 if taken at once. Address R. D., Box 1, Grain Dealers Journal, Chicago.

NORTHWESTERN IOWA. For sale one house in northwestern Iowa, one in S. D. Crops excellent and about ready to harvest. Will sell one or both. Strictly worthy of investigation by probable buyers. Good 25 car coal trade at one of these stations. Time on part if wanted. Address S. P. R., Box 1, Grain Dealers Journal, Chicago, Ill.

ILLINOIS. Two new modern elevators in corn belt of Ill., each 30,000 bu. capacity, do a business of 400,000 to 500,000 bu. yearly, on good margins, organized territory, no competition at either point. Do a nice implement business at both points. Good reason for selling; price \$25,000; make terms to suit; will sell either or both or half interest to right party. Further particulars address Rex, Box 10, Grain Dealers Journal, Chicago, Ill.

NORTHERN ILLINOIS—For sale two good elevators in consecutive towns on one railroad in northern Ill. Main office at excellent town, no competition, big storage, large territory, good paying side lines that can be developed indefinitely; much of old crop back and good prospects for new. Come to see proposition and books. A reasonable selling price as other business is reason for selling. Address R. O. S., Box 12, Grain Dealers Journal, Chicago, Ill.

SOUTHERN KANSAS. An old established grain firm of Kansas City owns a transfer elevator and corn meal plant in a splendid railroad town in Southern Kans. where they have the best crops and prospects for years. Would like to make an arrangement to sell a controlling interest to a responsible grain man and continue to operate the elevator. We have kept it fully employed with profitable transit business entirely outside of local grain. Would like to hear from parties who are looking for a desirable location and have some means to invest in a strictly first class proposition. Address P. E. R. Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

S.W. MINN. Good cribbed elevator, capacity 18,000 in good town S. W. Minn. for sale. Address Box 594, Luverne, Minn.

IOWA. Would like to trade good elevator located in one of the best towns in Iowa, for 120 or 160 acres of land in Iowa or Southern Minnesota. The Mercantile Adjustment Co., Guthrie Center, Iowa.

GOOD GRAIN ELEVATOR for sale. 20,000 bus. capacity, fully equipped, also wool or seed room and large coal sheds, all with side track in city of 25,000 and good grain country. Appraised at \$9,000; will sell for \$8,500, \$3,500 down, balance on time. Fine opportunity. G. W. Bahl, Mansfield, Ohio.

SOUTHERN KAN., 10,000 bu. elevator on A. T. Ry., for sale at a bargain or trade for good land. One of the best towns and grain centers in Southern Kans. Corn sheller, corn and wheat cleaner, automatic weigher. All in good condition. Address D. & K., Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND MILL for sale. 100-barrel mill in best spring wheat territory of the northwest, with 12,000 bu. elevator attached. Mill is in splendid condition; runs steady the year around and is a money maker. Town markets 750,000 bus. of grain yearly. Owners have made a competence and wish to retire. Address F. R. T., Box 8, Grain Dealers Journal, Chicago.

16,000 BU. ELEVATOR along the Rock Island, on own ground with easy driveway. One fair competitor. Fine crops. Sheller, cleaner, 5 ton Hopper scales, 3 stand of 9x24 rolls and bolter. Good trade on chops. A money maker. Will be sold cheap, easy terms. Address Union Supply Co., Mt. View, Okla.

NORTHWESTERN IOWA. 25,000 bus. elevator in N. W. Iowa in good corn and oats territory. One other elevator, easy competition. Fairbanks Registering Beam, 4 ton scale, 1000 Avery automatic scale, Boss car loader 12 h.p. F. & M. engine. All in first class shape. Address P. J. K., Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE. In order to dissolve partnership, we offer for sale our grain, cotton and coal business consisting of four modern elevators and two well equipped, practically new cotton gins, coal sheds, etc. They can all be handled from central point, and all have large fine wheat, corn, oats and cotton territory in the best part of Oklahoma. These plants can be sold as a whole or separately. Address Pearson & Hayton, Marshall, Okla.

OKLAHOMA. For sale 5,000 bu. elevator, corn crib, warehouse, etc. in Oklahoma. Has Western dump sheller, capacity 500 bu. per hour; 15 h.p. Fairbanks Morse gasoline engine with automatic feed. Stover chop grinder, capacity 400 to 600 sacks per day. Have retail feed business also. On Frisco Ry. town of about 500 inhabitants. This elevator handles 35,000 to 40,000 bu. wheat, 15,000 bu. oats, 75,000 to 100,000 bu. corn, also some kaffir corn, cane seed, millet, etc. Good oat and wheat crop just beginning to move. Address R. A. S. Box 2, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale two elevators capacity 15,000 bu. Warehouse 16x42 ft. chop mill in warehouse with capacity of 300 to 600 sacks daily; coal bin 14x80 ft.; hold 200 tons. All on Rock Island Ry. Oklahoma town of 4,000 inhabitants. These elevators handle 90,000 bu. corn, 5,000 bu. wheat, 25,000 bu. oats, 20,000 bu. kaffir corn, beside seed, such as rye, cane, millet, etc. Good retail coal, feed and wholesale flour business. Retail coal sales 900 to 1,100 tons annually. Retail feed \$10,000 to \$11,000 per year; wholesale flour 18 to 20 cars annually. Will sell all for price of one. Act quick. A fine wheat and oat crop just beginning to move. Good corn crop assured. Address H. A. L. Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

OHIO. For sale elevator at a good grain point within 25 miles of Toledo, Ohio. A bargain if taken soon. Address W. O. L. Box 2, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale, practically new elevator in best location in Okla. Built last year. Good reason for selling. For further information address W. H. Dowlen & Sons, Pauls Valley, Okla.

SOUTHERN NEBRASKA. For sale, one 40 M elevator and live stock business on main line of Burlington in So. Nebr. Price \$8,000. Address Nebr., Box 2, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN IOWA. For sale a good 18,000 bu. gas power elevator in N. W. Ia. Easy competition; good grain territory. Address A. T. P. Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. 35,000 capacity, cribbed and equipped with sheller, cleaner, automatic scale, steam engine, etc. In town of 1,800. No competition. This is a good one. Address J. M. Maguire, Campus, Ill.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For sale—Grain elevator and warehouse, county seat town of 4,000, Northwestern Ohio, shipping 250,000 bus. grain annually; doing retail business of \$36,000 per year. One of the best grain points in Ohio. Price reasonable, $\frac{1}{2}$ cash, balance easy terms. Also, for sale, 4 grain elevators in grain belt Northwestern Ohio, doing prosperous business; prices \$4,000, \$5,000, \$6,000 and \$9,000. One-third cash, balance easy terms. Address E. W. Newton, Ohio Building, Toledo, Ohio.

ELEVATORS WANTED.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago.

WANT TO LEASE ELEVATOR in central Ill., Ind. or Ohio that handles not less than 125,000 with option on same. Don't object to side lines. Address M. E. R., Box 1, Grain Dealers Journal, Chicago, Ill.

FARM FOR TRADE. 317 acres in S. E. Kans. in the corn belt, $\frac{1}{2}$ miles from County seat, for a good elevator in good grain country and not on leased ground. David Metzger, Coatesville, Ind.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

HAVE A FINE RESIDENCE property in Ill. county seat town to exchange for elevator in Central Ill., Ind. or Ohio. Will pay difference. Don't object to side lines. Address R. E. M., Box 1, Grain Dealers Journal, Chicago.

MISSISSIPPI PLANTATION to exchange for elevator. Will exchange half interest or entire stock; will give good deal. Will rent for \$5.00 acre cash. In answer state amount grain handled, location and price. Address Charles, Box 11, Grain Dealers Journal, Chicago.

COLUMBIA FALLS offers the best location in western Montana for a grain elevator and storage warehouse. Situated on the main line of the Great Northern Railway at the junction of the Kalispell and Somers Branch. Between 200,000 and 300,000 bus. of grain raised annually within ten miles of town. Natural distributing point for merchandise shipped in car lots. Address Columbia Falls Board of Trade, Columbia Falls, Mont. Martin Conlin, Secretary.

BUSINESS OPPORTUNITIES.

CASH BUYER is in the market for a good business. Give full particulars. Address G. D. J., Box 313, Cherry Valley, Ill.

CASH FOR YOUR BUSINESS or real estate. I bring buyer and seller together. No matter where located, if you want to buy, sell or exchange any kind of business or property, address Frank P. Cleveland, Real Estate Expert, 5951 Adams Express Bldg., Chicago, Ill.

CENTRAL IOWA—Will sell for cash profitable business in grain, coal, flour, salt and mill feeds. Good 20,000 cribbed elevator, coal sheds and warehouses in good repair. Handle about 100 cars yearly. Good town in Cen. Ia. Price and terms reasonable. Address M. H. C., Box 1, Grain Dealers Journal, Chicago, Ill.

WE OWN a good 50 bbl. water power mill in good condition, located in Northern Ind. in good winter wheat section. Concrete dam, good power, doing nice business, going every day, making money. Owners now operating a line of elevators which require their time. Will trade for one or more elevators or for farm lands. If interested please give description of property and address O. A. G., Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

ELEVATORS FOR SALE. The kind you are looking for. Price from \$2,500 up. Let me know your wants and I will try and suit you. Address J. M. Maguire, Campus, Ill.

FOR SALE. Bargain in elevators in Indiana, Illinois, Iowa, Kansas, Oklahoma and other states. Write for descriptions stating location preferred. Iowa Mill & Elevator Brokers, Independence, Iowa.

Oklahoma Elevator Brokers SAPULPA, OKLAHOMA

Buy, build, sell and exchange
MILLS AND ELEVATORS

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size $2\frac{1}{2} \times 8\frac{1}{4}$ in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

DO IT NOW.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator Post Office.....

.....bus.

State.....

MILLS FOR SALE.

EASTERN NEW YORK. For sale rye and buckwheat flour and feed mill. Never failing water power. 45 acres land; best location in Eastern New York. C. Van Alstyne, Box 3, Chatham Center, N. Y.

FOUR STORY FRAME MILL, complete, with heavy timbers and complete set of Wolfe & Co.'s milling machinery, steam engine, boiler, etc. North Central Iowa. Sell cheap for cash. Photo on application. Might trade. W. S. Brown, Manson, Iowa.

IOWA. For sale or trade, one of the best flour mills in the state of Iowa. Up-to-date in every sense of the word. Water power; cement dam. Will sell or trade for good Iowa farm. The Mercantile Adjustment Co., Guthrie Center, Iowa.

\$6,000. GRIST MILL, electric and steam power; capable manager; net profits from April 12, 1909, to Feb. 1, \$1,700; terms, including residence, \$4,000 cash, balance on mortgage.—L. G. Tincelkpaugh, P. O. Box 53, Point Edward, Ont., Can.

75 BARREL MILL in Big Horn country, together with about 20 acres of irrigated land for sale. Equipment of mill new in every particular. Water power that is unfailing. Splendid opening for practical miller. Address J. S. E., Box 11, Grain Dealers Journal, Chicago, Ill.

A 1 WESTERN OHIO MILL for sale. Brick buildings and everything in perfect condition. Plansifter system of 80 to 90 barrels capacity. Well located in good grain country with R. R. siding. Grain and coal business in connection. No better proposition in the country than this and must be sold. Apply at once for information and terms. Address L. I. R. Box 2, Grain Dealers Journal, Chicago, Ill.

NEW MILL at one third \$24,000. Mill capacity 125 bbl., building three stories and basement. Corliss engine, 125 h.p.; one boiler 125 h.p. Private electric light plant for the mill. This mill is up to date in every respect. Machinery Nordyke & Marmon. Price \$8,500 on any reasonable terms. Wheat crop in shock very heavy. Large acreage. I will mail to any one at once complete description of building and machinery. Here is the only bargain ever offered to a miller or grain dealer. Address G. E. Phillips, 247 Indiana Ave., Wichita, Kans.

MILLS WANTED.

4,700 ACRES MINNESOTA LAND to exchange for good flour mill. Price \$7.50. Schwab Bros., 123 Guaranty Bldg., Minneapolis, Minn.

MACHINES FOR SALE.

ELEVATOR MACHINERY for sale. Belting, cups, rope sheaves, pulleys, shafting, etc., 12 h.p. Fairbanks-Morse gasoline engine. G. B. Hager, Dwight, Ill.

OATS CLIPPER, \$100. Grain cleaner, \$45. Large sizes and good as new. 60 h.p. engine and boiler, \$150, good condition. C. J. Meyer, Peotone, Ill.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers' Journal, Chicago, Ill.

CARPULLER—One 10 carload capacity carpuller, jaw clutch, self containing drum, used very little. One Clarks single automatic power shovel, good as new. Ottawa Elevator Co., Ottawa, Minn.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

LARGE LINE OF VARIOUS MACHINERY for mill and elevator equipment; special low prices for quick sale. Also several small engines. Write for particulars to American Hominy Company, Indianapolis, Ind.

ALL THE MACHINERY from the large Hyde elevator at La Crosse for sale, consisting of belts, grain cleaning machine, dust collectors, fans, 9 hopper scales with hoppers, seven elevators with belts, cups, boots and tank complete, pulleys, shafting, friction clutches, new cups, boxes, engine room machinery and many other items all at a bargain. La Crosse Wrecking Co., La Crosse, Wis.

SECOND - HAND FOR SALE. — Attrition mills: 3-24". Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap. 1 No. 256 Monarch Magnetic 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND SEPARATORS. We must have room and offer the following machines at about 1/3 the price of a new machine. They are guaranteed to be in good working condition, repainted and varnished, practically as good as new.

3—No. 4 BARNARD & LEAS Dustless Counter Balanced Elevator Separators, capacity 750 to 2,500 bus. per hour, with pulley 14x7, speed 500 R. P. M.

1—No. 5 BARNARD & LEAS Warehouse Separator, capacity, coarse screening 800 bus., medium screening 400, fine screening 150 to 200, pulley 8x5, speed 500 R. P. M.

1—No. 4 BARNARD & LEAS Dustless Elevator Separator, capacity 750 to 2,500 bus. per hour, pulley 14x7½.

2—No. 9 MONITOR Dustless Warehouse and Elevator Separators, capacity 900 to 3,000 bus. per hour, pulley 16x7, speed 500 R. P. M.

2—No. 8 EUREKA Warehouse and Elevator Separators, capacity 1,000 bus. per hour, pulley 16x6½, speed, fan 600, shaft 525 R. P. M.

1—INVINCIBLE Double Receiving Separator, capacity 800 to 2,400 bus. per hour, pulley 14x6½, speed, fan 645, shaft 550 R. P. M.

Most of these machines have extra seives for corn, rye and oats. These will be included in price above names providing they are on hand when machines are sold. Write for catalog No. 66G. B. F. Gump Co., Mill & Elevator Machinery, Chicago.

MACHINES FOR SALE.

A NO. 1 CLIPPER SEED CLEANER in good condition for sale. Full set of riddles. price \$10 f. o. b. Richmond, Ind. Address Richmond Roller Mills, Richmond, Ind.

WE HAVE 10 second hand Barnard & Leas cleaners, nine No. 4 and one No. 5. We offer these for sale very cheap. Address The Pacific Elevator Company, Minneapolis, Minn.

MACHINES WANTED.

WANTED TO BUY good second hand feed grinder. Address Elevator, Box 2, Grain Dealers Journal, Chicago.

HELP WANTED.

WANTED a first class wheat buyer, a good judge of hard wheat and a young man. Must speak German and English. Write quick. W. J. Madden, Hays, Kansas.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—Good wide awake German grain buyer for a western North Dakota town of about 600 population. In ability must be well above the average country elevator agent and have several years' experience. Will pay good salary to the right man and the position will be a steady one. Golden Valley Ind. Grain Co., Board of Trade, Duluth, Minn.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

INFORMATION.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS FOR SALE

DUST PROTECTORS, \$1.00, made of rubber, with automatic valve; slightly used typewriters \$10.00 to \$35.00; typewriter covers 50 cents. Jacob G. Meier, Russell, Kansas.

NINE ROOM DWELLING, woodhouse, washhouse and barn in good section of county seat of Cedar county with three lots 150 feet, south frontage on corner, \$2,000. Easy terms. John R. Wampler, Tipton, Ia.

SITUATIONS WANTED.

POSITION WANTED as grain buyer or to handle elevator. Ten years' experience. Address Alex, Box 11, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable man. Married and can give best of references. Address Box 682, Canby, Minn.

WANTED POSITION by married man as grain buyer or to handle elevator. Five years' experience. Address C. V. F., Box 11, Grain Dealers Journal, Chicago, Ill.

MANAGER AND BUYER in some country elevator wants position. Six years experience. Will go any place, preferably the West. Address S. E. Y. Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED by an experienced grain man who has had 20 years' experience in the grain, live stock, coal and seed business. Address E. C., Box 11, Grain Dealers Journal, Chicago.

GRAIN BUYER OR MANAGER of country town elevator wants position. Scandinavian and English spoken. Experienced; best references. Address N. E. L., Box 1, Grain Dealers Journal, Chicago.

GRAIN BUYER OR local manager wants position in some town in So. Dak. or Western Minn. Five years' experience. Best references. Address F. A. N., Box 1, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN MAN wants position as manager of an elevator or traveling for some reliable firm. Have had over 20 years' experience and thoroughly familiar with Chicago grades. Address D. I. E., Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED AS MANAGER of Farmers elevator. Several years experience. Have audited for line house people and successfully run Farmers elevators. If you can use a man that understands the business, address H. F. C., Box 12, Grain Dealers Journal, Chicago.

TWO YOUNG MEN want position with some good elevator company or milling company to buy grain. Have had 15 years' experience with all kinds of grain. We are both 35 years of age and can go anywhere. Parties in need of two good grain men can secure same by writing us. State salary you can pay in first letter. Best of references furnished. Can come at once. Address Berry & Bibb, Pedlar Mills, Va.

POSITION WANTED. Having entirely closed out the business of the Walter Stickney Co., I shall be open for any good position you may have to offer. Want position as traveling superintendent or traveling auditor for some company in the Northwest. Would prefer territory in Northern Minnesota. Would accept position with some first-class Commission House as solicitor. 35 years old, married, 17 years' experience. References furnished. Address J. H. Stickney, Winnebago, Ill.

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 - - - Price, \$1.50

GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.

SEEDS FOR SALE.

SPELTZ for sale. Have 10,000 bus. What will you bid? Early Grain & Eltr. Co., Amarillo, Tex.

SEEDS FOR SALE. Clover, timothy, millet, hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

HIGH YIELDING SEED WHEAT. Improved Turkey Red and Indiana Swamp, Clean, heavy seed. Write for samples and prices. L. C. Brown, La Grange, Ill.

FOR SALE. We make a specialty of Kentucky grown orchard grass and Kentucky fancy blue grass, car lots or less. Make your wants known. Louisville Seed Co., 104 S. Second St., Louisville, Ky.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, St. Louis, Mo.

SEEDS WANTED.

TIMOTHY SEED WANTED. Send samples. Phila. Seed Co., Phila., Pa.

SEEDS WANTED—Clover, timothy, millet, hungarian, red top and other field seeds. Send samples. Illinois Seed Co., Chicago, Ill.

YOU CAN EASILY find a buyer for your pure seeds and grain by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

WANTED NORTHERN SEED RYE in car lots, also clovers, timothy and red top. Send samples stating quantity and price. Louisville Seed Co., 104 S. Second St., Louisville, Ky.

THE TOLEDO FIELD SEED CO.
CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

WE BUY Timothy Seed and Clovers. Also Tailings containing Timothy, Red Top, Alyske etc., or Mixed Alyske and Timothy and Clover tailings. Send us samples of anything you have to offer, stating quantity and price.

THE ADAMS SEED CO., Decorah, Ia.

IT IS TO YOUR INTEREST TO LET US QUOTE YOU PRICES ON

ELEVATOR MACHINERY AND SUPPLIES OF EVERY DESCRIPTION

LARGE STOCK
PROMPT SERVICE

Grain Dealers Supply Co.
305 So. 3rd Street Minneapolis, Minn.

GRAIN FOR SALE.

WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

GRAIN WANTED.

WHEAT, BARLEY, BUCKWHEAT, wheat screenings for poultry feed. Send samples. Phila. Seed Co., Phila., Pa.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

WE ARE DEALERS IN SEEDS

Timothy, Clovers, Millets, Etc.

Also Seed Grain

MINNEAPOLIS SEED CO. MINNEAPOLIS, MINN.

WE BUY PURE SOFT WINTER WHEAT

CHOICE WHITE CORN (either ear or shelled)

Cincinnati official weights and grades final.

PERIN BROS.,

Millers

Cincinnati, Ohio

Genuine Texas Red Rust Proof Seed Oats

Selected and Recleaned. Even weight printed bags.
Car lots only.

TERMINAL GRAIN COMPANY

Fort Worth, Texas

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

Milwaukee Bags



Our "Aurora A" is a full size 2 bu. 16 oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We carry all sizes of Jute Grain Bags—write for prices. Why not "Hindo" Jute Twine for tying?



REGISTER OF WAGON LOADS RECEIVED

This substantially bound book is invaluable to the country grain man and facilitates the work of keeping a record of weights and number of bushels in wagon loads of grain received.

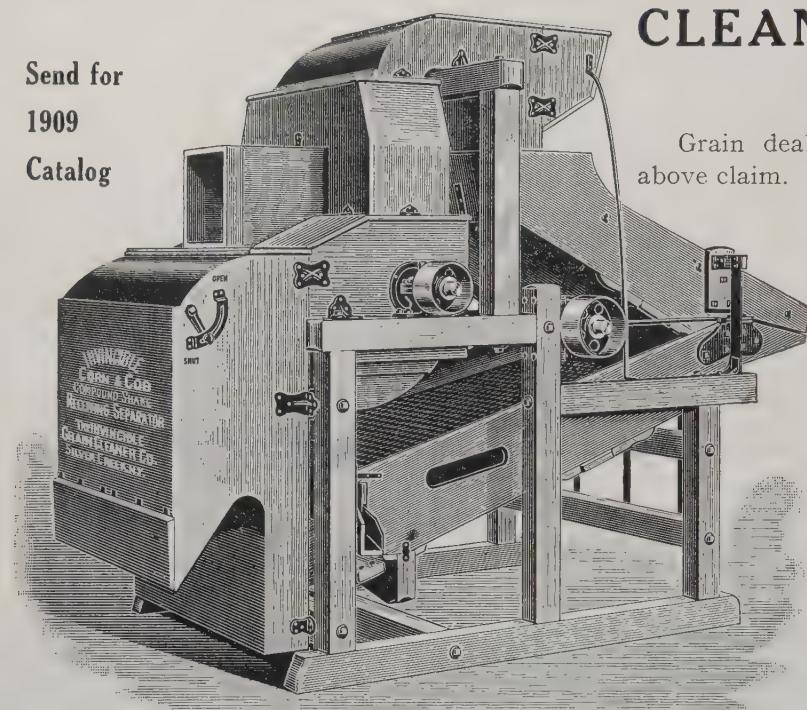
Each page is 8 1/2 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain,

Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book contains spaces for records of 4,000 loads. It is printed and ruled on sterling ledger paper, and bound in extra heavy binder board with leather back. Order Form 12AA. Price \$1.50.

GRAIN DEALERS JOURNAL, 255 La Salle Street, CHICAGO, ILL.

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Grain dealers require no argument to prove the above claim.

Experience has taught it many times. To get the highest prices all corn shippers should install

The Invincible Corn and Cob Separator and Cleaner

We guarantee this machine will take the Corn and Cob mixed from the Sheller and in one operation deliver the corn clean and ready for market.

Send for particulars today.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

Represented by J. H. PANK, 512 Traders Building, Chicago, Ill., Phone Harrison 667.

C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.

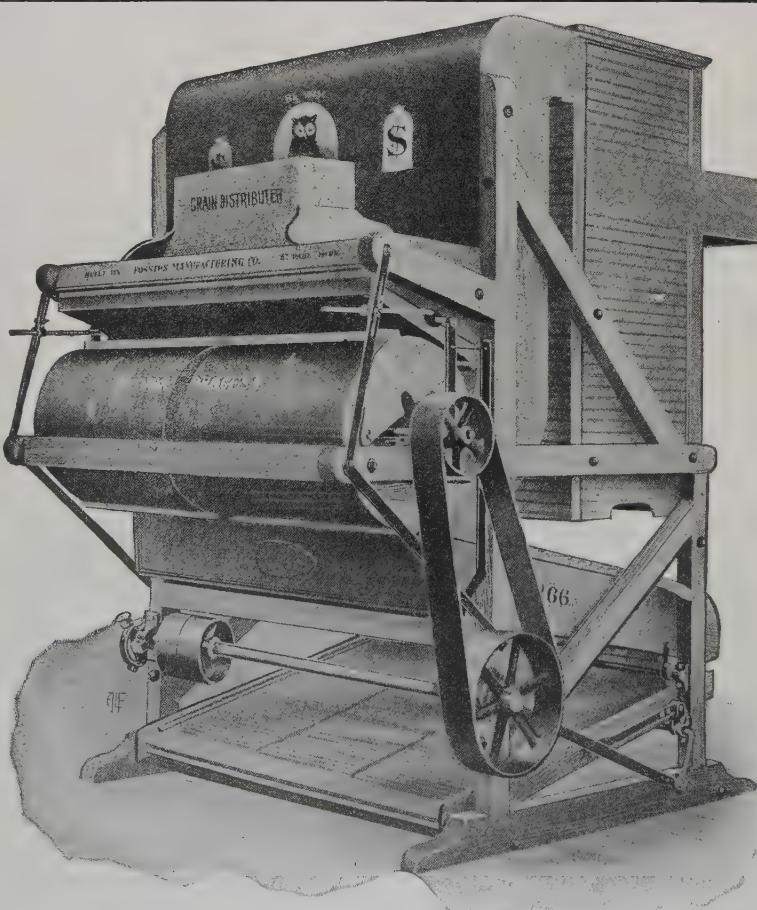
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.

CHAS. H. STERLING, Jefferson House, Toledo, Ohio

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.

N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

FRANK E. KINGSBURY, Terminal Hotel, St. Louis, Mo.



HOW TO SELL YOUR GRAIN NET and at a PREMIUM

If you will send for our new book; **Modern Methods of Grain Cleaning and Separating**, you will learn how elevator and warehouse operators, cleaning and separating their grain on a **NEW PROCESS**, are able to market their grain without dockage and at a price above the market.

Only actual facts and figures are given in this catalogue, taken from the books of the elevators and testified to over the signatures of the Managers.

The NEW PROCESS COMBINATION CLEANER AND SEPARATOR

is the latest invention in the grain cleaning machinery line and it separates and cleans grain on entirely different principles than any other machine. It will pay you to investigate the merits of **The NEW PROCESS** before deciding on any other make.

Be sure to send for our book at once.

Fosston Manufacturing Co.
Merriam Park, St. Paul, Minn.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

by the

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255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,
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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.

 GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JULY 25, 1910.

DIRT left in grain often causes the entire car load to heat. Cleaning and blowing will not only improve the grading of your grain but also its keeping.

ALWAYS bill your grain "shippers order" and instruct your banker to send B/L with draft attached direct to shipment's destination, otherwise its unloading may be delayed and demurrage accrue.

SMUTTY WHEAT promises to make much grief for shippers who do not look out for it and keep it in bins by itself, or else refuse to buy it at any price. Where mixed with good wheat the whole load is sure to be graded off.

IOWA DEALERS are experiencing enough trouble from free storing of farmers grain to permit the practice to continue to encumber their business. When the abuse grows intolerable perhaps they will rise up and demand relief.

AN OVERDRAFT against a shipment of grain invariably convinces the receiver that the shipper either lacks confidence in him, or else is very hard up. Shippers will promote their own interests and reduce the expense of their business by confining their business to firms in whom they do have confidence.

TWENTY-NINE grain thieves were recently convicted at Toledo for stealing grain from cars and selling it to chicken feeders. The successful capture of this number bids fair to discourage others in helping themselves to shippers' grain for some time to come.

RAINS in some sections are delaying the threshing of oats and wheat, and wetting the grain to the extent that it grades off, and sells at a discount. Grain shippers must of necessity sell by grade, and if they are to realize a profit from their business, must buy by grade.

TELEGRAMS of importance, especially those accepting bids should be made clear, else losses will very likely occur to some one. Indefinite contracts always breed differences and disputes. Brevity is not objectionable, so long as clearness is not sacrificed to it.

INSIST upon each farmer taking a scale ticket for each load of grain brot to elevator, then it will be easy for him to prove delivery of each load, and his claim will agree with your records. Scale tickets, if copied, will assist in the detection of errors and prevent disputes.

SPROUTED WHEAT must be kept by itself or run through a separator and the sprouts blown out before it is mixed with good wheat, if shippers desire to avoid having the entire load graded "No grade." One wagon load of sprouted wheat is enough to reduce the grade and value of an entire carload; keep it out.

THE CROP REPORTING Bureau of the Agricultural Department does not accept with kindly consideration any suggestions. The chiefs of the department seem to think that they are doing the best possible and that the public should be well satisfied with the results. If the reports were made more reliable the people would be thankful.

STORING grain for others reduces the number of bins at the command of the country elevator man so that he is unable to classify grain received from wagons as he shud. The successful grain shipper of the future will require more bins for storing each grade separately than the average country elevator now contains, and he will not rent any of his storage room for any price. None can afford to do so now.

SCALES of Iowa dealers are reported to be in greatly improved condition by Secy. Wells, whose association maintains a Scale Inspection Department as is shown by report published elsewhere in this number. The dealers have come to appreciate the great value of the service and are using it more and more extensively. A few dollars spent in knowing that your scales are in weighing condition is the best insurance against trouble any grain man can purchase.

BURLAP CAR LININGS at \$3.65 per car are rather expensive especially where a shipper has little chance of using them a second time. Cheaper cloth might prove just as effective, or if burlap must be used, use it around doors and king bolts only.

THE EXPRESS COMPANIES have cut so very many melons of late that the shipping public is wondering if it is not time rates are being reduced. The parcels post if run by the government should not be expected to result in satisfactory service or reduce cost for carriage, all of which could best be obtained by lawful regulation of the express companies.

A GRAIN TESTER promises to be of unusual value to country shippers this season, as both wheat and oats in many sections are unusually heavy, so that dealers who desire to buy intelligently must provide themselves with a reliable tester. The larger the tester the easier it will be to determine accurately the test weight of the grain. The smaller the tester, the greater the multiplication of any errors made.

AN IOWA ELEVATOR MAN after investing \$6,500 in erecting a 15,000 bu. elevator made no effort to keep it in working order. Dust and dirt soon captured the place and none of the machinery was in condition to do much work. The natural depreciation in ninety days was close to 35%. The cause was, he did not employ competent help and had not time to look after the plant and customers himself.

UNIFORM trade rules, if adopted by all the grain exchanges and grain dealers ass'ns would do much to bring about common methods and practices, and thereby facilitate trading among dealers without friction or dispute. Few shippers can now keep track of all the different rules in print which are supported by organizations identified with the grain trade. Uniformity would result in every one identified with the trade becoming familiar with all of the rules and more attention would be paid to them.

SHIPPERS who sell grain for future delivery at distant points must keep in mind that the Interstate Commerce Commission has entered into an agreement with the western trunk lines and Central Freight Assn, whereby many new freight tariffs are suspended pending an investigation of their reasonableness by the Commission. At the same time the Commission has given the roads permission to file on *one day's notice* the proposed tariffs now held in suspension, to become effective Nov. 1st. If you sell grain, for delivery Nov. 1st or thereafter, figure on paying a higher freight rate than that now in force as the railroads want the money to pay dividends on their watered stocks.

PURE VARIETY of any kind of grain invariably commands a higher price in almost any market, hence it behoves the country buyer to discriminate against mixed varieties and keep the pure varieties in bins by themselves. This applies to varieties of white and yellow oats or corn. The greater care exercised by the shipper to deliver his grain at destination in good condition and free from mixture will insure a higher price.

THE RAILROADS which had announced an increase in the freight tariff on nearly everything excepting air and sunshine have voluntarily agreed to suspend the new schedules until Nov. 1st. It will be impossible for the Commission to determine the reasonableness of very many rates prior to that date, so that some changes may confidently be expected unless all shippers vigorously protest.

BUYING farmers' ear corn by the pound instead of by the hundred would avoid the need of reducing weights to bushels and prevent many errors and minimize the buyer's labor. The history of commercial transactions the world over will convince anyone that increasing the size of the units dealt in invariably is followed by a reduction in the profits of the business. Dealers who desire to get away from reducing pounds to bushels shud buy by pound only.

FLAX STRAW in large quantities is burned each year, which could be used profitably in the manufacture of linen and other flax products, but is not, because the American inventors have not yet succeeded in manufacturing linen from American flax. It would seem that the wasteful burning of flax straw each year should be stopped, and the linen product exported. Last year we imported \$160,000,000 worth of flax products, and paid a duty of 60% to protect an industry which does not exist.

A STOCK BOOK is absolutely necessary to the grain dealer who hopes to prove his actual loss on grain in case of a fire. Some line companies who keep a stock book at headquarters and at each station have an auditor weigh over contents of each elevator at least every three months; not because the agent is suspected of dishonesty, but to insure against carelessness and invisible loss. It is much easier for a dealer to determine the condition of his business at any time if he will keep a complete record of receipts and shipments.

FARMERS in Southern Indiana are already marketing the poorest of their wheat. Investigation at two points discloses the fact that they are storing their good wheat at home, and where possible, storing free damp wheat of uncertain quality with the elevator man at the nearest station. If the stuff deteriorates while in the elevator the grain dealer will of course be blamed and feel duty bound to make good the loss, notwithstanding he gives free storage. The safer and more profitable method is to refuse to store grain for anybody, and buy damp wheat on grade only. If the country grain dealers would stop granting free storage their business would be relieved of a great burden, and just as much grain would be marketed at their plants.

THE TRI-STATE Grain Dealers Assn., having failed to make itself of real service to the grain shippers of the Northwest, like the Wisconsin and Michigan Ass'ns, has disbanded. It has stopped work not because of lack of opportunity, but because of unwillingness to promote work of known value to country elevator operators. Each of the three northwestern wheat growing states has enough live dealers to support an organization which would work earnestly to promote their business interests, and they would find an active ass'n a very profitable investment.

GUARANTEEING WEIGHTS to within 1% is a practice handed down to the trade of today from the age of guess. Now that every up-to-date elevator is equipped with reliable shipping scales there is no longer any necessity of any one guessing at the quantity of grain placed in a car. Weights should be guaranteed absolutely if at all. All the shipper can prove, will be the weight of grain he places in the car, and delivery of the exact amount loaded rests with the transportation company. The common law requires that carriers make such delivery or prove that they did not receive the grain.

ILLINOIS POLITICIANS raised such a row over the Railroad and Warehouse Commission giving up the weighing of grain at E. St. Louis that the Merchants' Exchange has been asked to permit the Illinois Commission to appoint the weighers with the understanding that the Merchants' Exchange shall pay over any profits realized to the Commission but shoulder all loss. The real trouble is, the Commission does not like to give up its patronage. The grain trade has been such an easy mark for the Illinois politicians for many years, that the members of the trade will no doubt permit them to continue supervising the grain business for their own profits.

RAILROADS MUST INDICATE EFFECT OF NEW TARIFFS.

The Interstate Commerce Commission has just issued a new rule of unusual importance to every grain shipper who attempts to keep posted on new grain tariffs. On and after Sept. 1 railroads filing tariffs must indicate by the use of black face type, or by the use of symbols with proper footnote any explanations of changes in rates, fares or charges which are increased over those formerly in effect, and likewise the changes in rules, regulations or classifications effecting an increase in rates. As it is now the new tariffs filed by the railroads have been so numerous that even the expert rate clerks in the employ of the Commission have been unable to keep posted regarding increases in rates and of course the railroads making the advances would be the last one on earth to advise any one of their intentions.

The reason for this new order by the commission is that the new law requires the commission to pass upon advances prior to their going into effect, so henceforth shippers who keep posted regarding prospective changes will have an opportunity to protest against the advances with the commission, and in some cases they will no doubt be able to prevent the enforcement of higher rates.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

RELIABILITY OF AUTOMATIC SCALES.

Grain Dealers Journal: We would like very much to have the opinion of grain dealers as to the accuracy and reliability of automatic scales in weighing cleaned grain, such as corn and wheat. Will railroad companies accept automatic scale weights in case of shortage in transit?—Uhl-Snider Mfg. Co., Connersville, Ind.

Ans.: So many grain shippers are using automatic scales for weighing grain into cars, with satisfaction, we feel certain they can be depended upon to give correct weights. We have heard few complaints, except of old out-of-date devices, which never did weigh correctly. However, any automatic scale can easily be put out of commission if abused or permitted to become covered with dust or grain. An automatic scale is a very finely adjusted machine which performs a very delicate work. If you expect it to perform this work properly, reciprocate by taking good care of it. Keep it clean; see that it is properly adjusted, and do not leave your cupola windows open and permit the rain to beat in upon it. Any machine of value merits care.

MUST CARRIER DELIVER GRAIN RECEIVED?

Grain Dealers Journal: We have a number of claims against the transportation cos. for shortages in weight of sundry car loads of corn delivered to us by them during the past twelve months. These claims are declined by them on the ground that the cars moved from point of shipment to destination with seals intact.

Our claim is that the cars evidently did not contain the full weight for which they were received to the shippers, as we weighed the contents over carefully tested scales and our reports of weights are supported by the proper affidavits. In making these claims, we have allowed 1% for shrinkage, which is more than sufficient.

We would like to find out what our rights are, and who is responsible for these shortages.

On application to the shippers, our claims are refused on the ground that they have clean receipts from the railroads, and that they are not liable. The railroads claim that as the cars moved through in good condition they are not responsible for any shortage.

We know that the contents of the cars are short in varying amounts, too much so, to be accounted for by any claim of evaporation, and we therefore hold that the cars evidently did not contain the full weight for which the railroads received at point of shipment; that they are liable for these losses, as they did not deliver the full weight of corn; and that they in turn should look to the shippers, or else suffer the loss themselves, if they received for short weight cars.—Very truly yours, L. H. Lawrence, Secy.-Treas., Nutriline Milling Co., Ltd., Crowley, La.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

CAN KILL QUACK GRASS.

Grain Dealers Journal: I have a mixture with which I can kill quack grass and weeds. I have been trying it on the right-of-way of the railroad here, and am working successfully on quack grass. I can get the tops as soon as I get the roots. Where the mixture has been used, I have sown grain and have obtained a good stand. Two days after putting on the mixture I can burn the weeds and grass.—Fred Bridge, agent E. A. Brown, Ellsworth, Minn.

CAN HAVE MATTER ARBITRATED.

Grain Dealers Journal: We note in your issue of July 10th a correspondent asks if membership in an exchange means anything, and then states a case of unjust treatment by a member of the New York Produce Exchange. If that correspondent states facts he can have the matter arbitrated by the proper committee of the New York Produce Exchange. The party complained of being a member of that exchange is obliged to answer any charges that the correspondent may make and establish against the party complained of, and his case will be given just the same investigation and just the same penalty enforced as though he were a member of that exchange. This sort of rule as we understand it is enforced in a number of exchanges and I believe should be in all. Yours very truly, E. W. Seeds, Columbus, O.

ARBITRATION SHOULD BE COMPULSORY.

Grain Dealers Journal: I have read with unusual interest the communication of W. H. Y. in the Journal for July 10th under the heading, "Does Exchange Membership Mean Anything?"

According to a recent experience I had with a member of an interior board of trade, will say that I am convinced that in at least some markets membership means nothing, that is, it is a guarantee of nothing.

I had a clear case against a corporation whose manager was a member of a board of trade. Inasmuch as I was also a member I felt sure that he would agree to arbitrate the difference before his fellow members of the local board's arbitration committee, but no, he recognized the weakness of his case and refused absolutely to arbitrate.

As the rules of the board require the arbitration of differences, I attempted to force my case, but the grain committee held that inasmuch as the corporation with which I had conducted the business was a member, I could not force arbitration. The corporation, in fact was not a member, altho to all intents and purposes it was, because it paid for the membership of its manager and paid all the dues and expenses in connection therewith.

To my way of thinking, some of the boards of trade are being conducted primarily for the protection of the receivers who are not disposed to deal squarely with outsiders. It is time they were reforming if membership is to have any weight with shippers.—P. S. Lewis.

A CORRECTION IN WEIGHT OF WHEAT.

Grain Dealers Journal: Kindly refer to the article, which we gave you, on page 45 of the Journal for July 10th. In the first part of the article it should read that the inspector graded it No. 3 on account of weighing 57 pounds. If our letter reads 58 pounds, it was an error. Fifty-seven-pound weight was one pound over the limit of No. 2 white. It was graded No. 3 red on account of weighing 57 pounds and no attention was given to the color.—Seco.

THE VALUE OF EXCHANGE MEMBERSHIP.

Grain Dealers Journal: We believe that W. H. Y. is mistaken regarding the rules of the New York Produce Exchange. We think the rules do require arbitration of trade differences and believe that if the matter is taken up with the proper officials the Jamaica member will be required to make a satisfactory defense or settle.

I sincerely hope this case will not be dropped until the rules of every exchange are so amended as to offer some degree of protection to the outsider against the trickery of the member. Such rules would surely help to promote the cause of fair dealing and raise the value of membership in the eyes of all outsiders.—P. D. Halsted.

CAUSE OF TROUBLE IN COLLECTING CLAIMS.

Grain Dealers Journal: Our dealers experience a great deal of trouble in collecting claims for shortage, due to their neglect to furnish the proper data for filing claim with the railroads. In order to correct this practice we have issued the following letter to our trade:

To Improve Conditions.

Did you ever stop to think why you have so much trouble in securing adjustment of your claims for shortage?

Did you ever feel like the Shipper was trying to ship you short weight cars?

Did you ever stop to find out why your claims were turned down, and then try to avoid the causes leading up to these rejections?

Nine times out of ten it's your fault that your claims are not paid. That's rather a strong statement, but it's true.

Do you keep a record of the seals on both doors, and when the car shows up in a leaky condition have your Agent examine the car and make notation of the condition on the paid freight bill?

Your neglect to attend to these two seemingly small matters results in the rejection of 95% of your claims collecting the shortage from the Railroad, whose neglect directly leads to your loss.

You, as business men, should be willing to assist the shipper. In order to do this, insist on your employees turning in a complete seal record as well as a written statement as to condition of the car, and when it shows bad order, insist on your Agent looking at the car and making the proper notation on the paid freight bill.

Yours very truly,
Marley & Company.

The shipper stands ready, we believe, in every case to make good shortage, when the dealer furnishes him with seal record, Agent's notation on Expense Bill as to the condition of the car, and invoice for shortage supported by affidavit of weights.

The shipper who makes a practice of

invoicing his grain at 1% above the actual weight does not get very many repeat orders because the dealer soon learns to discriminate between the shipper that gives full weights and the one that takes the 1%, to which in our minds he is not justly entitled.—Yours very truly, Marley & Company, Cumberland, Md.

SUCCESSFULLY SUED FARMER FOR NON-FULFILLMENT OF CONTRACT.

Grain Dealers Journal: We note in the Journal for July 10th that one dealer has had "nerve enough to sue for the amount justly due him from farmer," on account of farmer not delivering grain sold.

We have had a similar experience, in fact had three cases. The first case to come to trial, the farmer sold us 3,500 bu. at 45 cents, and later 3,000 bu. at 50 cents a bushel, and delivered 3,700 bus. on his contracts. When he brot in his last load, he stated that it was all the corn he had. The market was then 60 cents a bushel. We asked him to pay us 10 cents a bushel on that part of his sale which he had failed to fill. He refused to settle on this basis. We would not pay him for any of his grain so he brot suit and a jury awarded us the 10 cts. per bushel asked.

We had no written contract with this farmer, but a partial delivery makes a contract binding, and as he had delivered all of his first contract and 200 bus. of his second contract, we won the case on that ground.

One of our cases was settled out of court, another one is to come to trial at the next term.—W. F. Starz & Co., Fowler, Ind.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

C. B. & Q. 9711 passed thru Lennox, Ind., July 23, leaking at drawbar and end of bolster. Did not have time to make repairs.—G. W. Hamil, Yeoman Grain Co., Yeoman, Ind.

C. P. & St. L. 21184 passed thru Bishop, Ill., July 22, leaking yellow corn at side door. Train did not stop for me to repair.—J. H. Bishop, agt. McFadden & Co.

Wabash 60540 passed thru Milmine, Ill., July 21, going west, leaking yellow corn at south door, a bad leak. Train did not stop.—T. E. Samuel, Samuel & East.

Wabash 51676, loaded with wheat, passed thru New Waverly, Ind., July 22, leaking very badly. We had no chance to repair it.—A. P. Hawn.

C. & E. I. 61307 was set in on side track at Kirksville, Ill., July 21, leaking white corn badly.—R. C. Parks.

S. F. 121728 passed thru Cordell, Okla., July 21, on the eastbound freight, leaking badly.—Lorenz & Geis.

C. S. N. O. & P. 122246 passed thru Cordell, Okla., July 21, eastbound, leaking badly.—Lorenz & Geis.

T. & P. 1458 passed thru Cordell, Okla., July 21, eastbound, leaking badly.—Lorenz & Geis.

C. R. I. & P. 34344, loaded with wheat, passed thru Pocasset, Okla., going north July 18, leaking at draw bar.—Hill & Davidson.

C. & N. W. 38376 passed thru Ashton, Ill., July 13, leaking corn in the center of the door.—L. J. & R. W. Jeter.

C. M. & St. P. 50602 passed thru Florence Station, Ill., July 14, with both doors open. Looked to me to have been scooped from the ground as the oats were one-fourth

gravel. Tried to close the doors but it was impossible.—Alfred Cram.

C. & N. W. 65870 passed thru Ashton, Ill., July 13, leaking corn around the door post.—L. J. & R. W. Jeter.

Arthur Sawers' Business to Be Continued.

The Sawers Grain Co. has been incorporated at Chicago to continue the business of the late A. R. Sawers.

The new company is officered by men



Harry F. Todd, Chicago, Ill.

of high standing in the trade and is assured of a good volume of business from the start. Its president is Harry F. Todd, a portrait of whom is reproduced herewith; its vice-pres. is Warren T. McCray of Kentland, Ind., and sec'y-treas., William Simons of Kentland.

Mr. Todd is well qualified for the position of manager, as it is one he has filled for some time past during Mr. Sawers' absences from the city. He started in the grain business with Mr. Sawers 15 years ago, and after some experience with leading firms, such as Richardson and the Harris-Scotten Co., went again with Mr. Sawers two years ago and has looked after all his business on the floor of the Board of Trade, of which he is a member, as well as looking after all the details of the office. He is a young man of 32, has found time to get married and has made many friends in the grain trade.

Mr. McCray, who has been active in association work in past years, is too well known to country shippers to need mention, except to say that his connection with the company will be an active one, as the new company will take care of the business formerly handled thru Kentland, Ind., the firm of McCray, Morrison & Co. having decided not to rebuild their burned transfer house at that point.

Mr. Simons, who resides at Kentland, will spend much of his time at Chicago and in travel among the trade, as will Dean L. Moberley of Windsor, Ill., who has been traveling for Mr. Sawers for several months past.

When I go back into the grain business I will want the Grain Dealers Journal. I think it well worth the money it costs.—R. Cunningham, Mason City, Ia.

Suggestions for Shippers

BILL GRAIN "SHIPPER'S ORDER."

Grain Dealers Journal: We have one pertinent suggestion to offer and that is, kindly urge shippers to bill "SHIPPER'S ORDER."

This sort of billing furnishes protection to both the shipper and the receiver and shippers should make it an invariable rule to bill their shipments that way.—Yours truly, J. L. Wright Grain Co., St. Louis, Mo.

ENDORSE BS/L.

Grain Dealers Journal: Among the most frequent errors and omissions of country shippers which cause annoyance to purchasers is their failure to sign ladings, frequent discrepancies in car numbers, dim or illegible ladings and failure to invoice. If shippers would be careful about these various points, it would save a world of trouble, annoyance and expense during the rush movement.—Yours truly, The Bassett Grain Co., Indianapolis, Ind.

DIRT WILL CAUSE HEATING.

Grain Dealers Journal: The large circulation of your valuable journal among dealers offers the best method of calling attention to the importance of properly handling the new crop of grain which should soon be started to market.

No grain shud be threshed until it is in proper condition. This will save many a cut in the grade and necessarily in the price.

Grain shud be properly cleaned before it is loaded into cars. It is the chaff and broken grains that cause heating, but above all things there should be no attempt to deceive by plugging or otherwise disguising the true character of the grain.

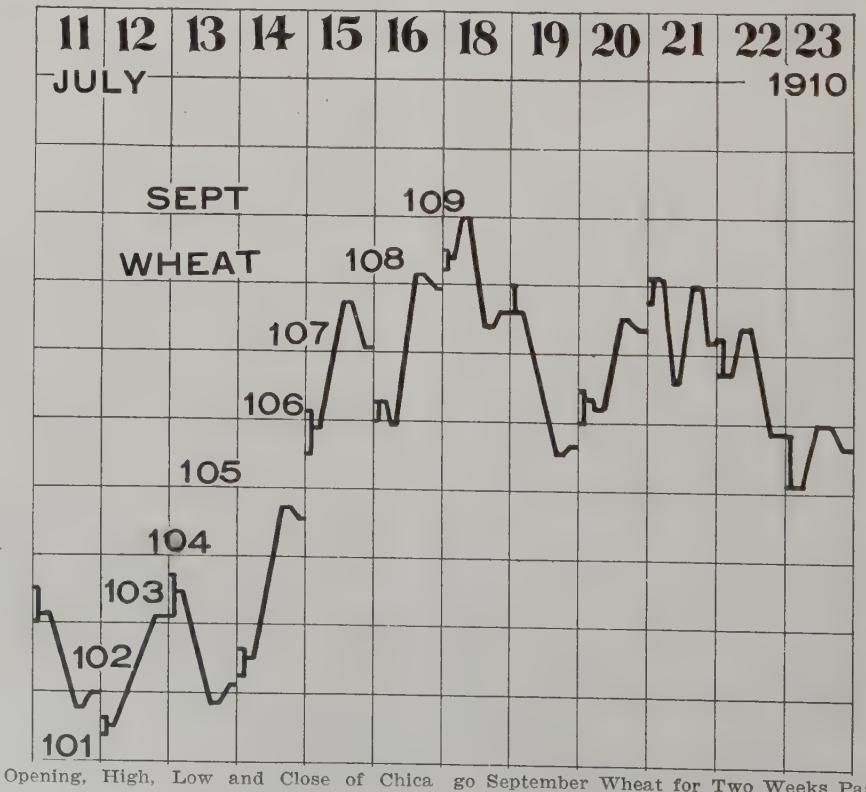
An abuse which has crept into the trade of late years is making over drafts. This should never be done, as it creates a suspicion that the shipper aims to get an advantage. If all parties concerned will conduct their business in a way that they *know to be right* there is no pleasanter business than the handling of grain.—Loudon & Co., Cincinnati, O.

LOAD CAR EVENLY AND FOLLOW BILLING INSTRUCTIONS.

Grain Dealers Journal: Country dealers will add materially to their satisfaction, as well as to their profits in handling grain, if they will be careful to clean it thoroly. If they mix at all, be sure that their mixing does not reduce the quality in any part of the car they are loading below the grade they have sold.

Load the cars as evenly as possible little heavier than the required minimum weight; this is because a very large portion of grain shipped goes to some interior point finally. While the consumer or dealer must provide room and means to take care of the car of minimum weight at least, they do not as a rule like large cars. If the distributor can get from the country elevator cars as above described, his work of distributing to his trade is greatly simplified, with consequent satisfaction to all parties interested.

Follow the billing instructions and written contract accurately, in billing all cars and drawing drafts. Care in this particular line will avoid many annoyances to both shipper and receiver. File claims against the carriers for shortage or overcharge promptly, accompanied by copies of all important papers necessary to establish the claim and *hold the original papers* for surrender on adjustment of the claim.—E. W. Seeds, Columbus, O.



A GOOD YEAR TO CONSIGN.

Grain Dealers Journal: With prices starting out at a reasonable level, the coming year would be a good year to consign grain all the way thru, as in our opinion the shipper will get the full benefit of the quality of his grain, regardless of what it may grade.

The independent dealer should consign his grain more to the independent commission houses, as by so doing it will promote competition.—Yours truly, The E. A. Nordstrom Grain Co., Omaha.

BE SURE THAT EACH CAR IS PROPERLY COOPED.

Grain Dealers Journal: Now that the new crop of grain is about to move, it might be wise to put before your readers who are shippers the fact that Nashville has now in successful operation a painstaking and careful system of inspection based upon the rules and conditions suggested and urged by the Grain Dealers National Ass'n in its St. Louis meeting, which grading has for its basis the per cent of moisture in corn and other specifications necessary to classify it properly. In small grains the details are copied verbatim from the rules agreed upon by the National Ass'n, which I believe to be perfectly fair, just and right to both shipper and receiver.

We also have in operation a Bureau of Weighing with practical, painstaking, careful Chief Weighmaster in charge of competent and careful deputies, the Chief Weighmaster having each of the deputies under his personal care and supervision, and all scales are carefully looked after and known to be correct before they are allowed to be used.

An injunction which it should not be necessary to make, but which cannot be repeated too often to shippers, is a painstaking care to see that every car is properly coopered before they load grain into it. Nothing but ceaseless vigilance and close inspection will eliminate the perhaps greatest source of loss to shippers, viz.: leaking in transit. A careless patching of leaks in cars is not sufficient. A shipper should see that every hole is not only patched but patched substantially and carefully so that it will absolutely avoid leakage in transit. If this is done I believe every market will give them much more satisfactory out-turns. We have inspection here of cars, wholly disinterested so far as the receivers are concerned, and no effort is spared to see that every car has proper notation of leakage when there is one and that same is properly located and designated to fix the blame for said leakage. Trusting that this may meet the attention of shippers and save annoyance, trouble and loss, I am Yours truly, Caswell E. Rose, Nashville, Tenn.

Gladbrook, Iowa, July 18.—Oats and barley crops in good condition; all early oats are in shock and late oats are being cut now, acreage the same as last year, 15% of oats in farmers' hands.—Geo. A. Rehder, of Dressen & Rehder.

Nevada, Ia., July 16.—Corn looking fine in this vicinity, later than usual, made a wonderful growth within the past two months, acreage is same as last year; 25% of the corn in farmers' hands.—Chas. Fautz, mgr. Farmers Grain Co.

Sheffield, Ia., July 21.—Oat crop is pretty fair, excellent quality, cutting late oats now. Corn is commencing to dry up on sandy soil and needs rain badly, acreage is the same as last year, practically all the grain is in.—Williams Bros.

Huxley, Ia., July 15.—Oats in fair condition, hailstorm here recently damaged them considerably, acreage same as last year, thin in some places; one-third of the corn and oats in farmers' hands.—T. J. Moland, sec'y-mgr. Farmers Grain Co.

New Building For Chicago Board of Trade.

A magnificent building will be erected by the Chicago Board of Trade on its present site as soon as the details of financing and architecture have been completed.

By a vote of the members July 22 it was decided to have the officers of the Board authorized by a ballot next month to give an option to a responsible trust company to erect a building for which tentative plans have been drawn, and the facade of which is represented in the engraving herewith.

The building will be 21 stories high, and constructed of granite for the five

lower stories, with the 16 stories above of terra cotta. An open colonnade will face La Salle street.

The trading hall will be larger than the present one and in the rear of the building instead of at the front. The directors' rooms will be very large and ornamental and the main lobby will contain the passenger lifts.

The building committee of which A. O. Mason is chairman recommends a 198-year lease to a trust company which will erect a building to cost \$4,900,000, the Board to rent the 2d, 3d and 4th floors from the trust at \$60,000 a year. The trust will provide \$2,400,000 and in arranging for the new issue of \$2,500,000 bonds, it is proposed to make one issue.



Facade of Proposed New Building of Chicago Board of Trade.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Regina, Sask., June 27.—Throughout the province the per cent of standard condition of wheat is 90, oats 92, barley 93 and flaxseed 95; against standard condition at this time last year, wheat and oats 89, barley 87, flax 89. This year's barley acreage is 237,100; flax 393,100; compared with 244,000 acres of barley and 319,100 of flax last year.—A. F. Mantle, chief of bureau of statistics, Dept. of Agri.

IDAHO.

Lewiston, Ida., July 11.—The dry hot weather of late has made a material change in the estimate of the grain and hay crop in Washington and Idaho. We are safe in saying we will not have over 60% of last year's crop. The most of the damage has been to spring grain. A larger amount of grain than usual has been held over by farmers from last year's crop and this will help up the average a little for business during the coming season.—F. P. Lint, Interior Warehouse Co. (Balfor, Guthrie & Co.)

ILLINOIS.

Blackstone, Ill., July 16.—Corn is doing nicely; oats about 75% of a crop; hay, 80%—Dunlap & Ruddy.

Clarence, Ill., July 16.—Oats crop fair and outlook for corn is fine. We have had plenty of rain.—S. Frederick. Frederick Grain Co.

Fairland, Ill., July 18.—Farmers are cutting oats, a good crop in this territory. Wheat is good and corn never looked better. Hay is short.—Wm. Murphy, agt. Paul Kuhn & Co.

The hay crop of Illinois on July 14 averaged 71% of last year's, with 36% timothy, 26% clover and 32% mixed. Do not expect early movement of new crop.—J. Vining Taylor, sec'y-treas. National Hay Ass'n.

Florence Station, Ill., July 14.—Barley is being harvested; oats will be ready next week and look good. I believe we will have a good average crop. I would not be surprised if both made around 40 bus. per acre and think oats in most fields will do far better. Corn is elegant so far is up to the average of any year.—Alfred Cram.

INDIANA.

Winchester, Ind., July 14.—The hay crop of this state averages 70% of last year's; 22% of it is timothy, 36% clover and 40% mixed. Early movement of new crop not expected.—J. Vining Taylor, sec'y-treas. National Hay Ass'n.

Connersville, Ind., July 16.—In this section wheat is turning out much better than any one expected six weeks ago, both in quality and yield. We expect to handle twice the quantity this year that we did last.—Uhl-Snider Mig. Co.

Indianapolis, Ind., July 18.—Recent rains have made prospects for growing corn at least 25% better. Thousands of bushels of corn are being sold in the local markets of the state and farmers are getting rid of their surplus rapidly. The prevailing price is 65¢. Farmers prevented from work by wet weather are rushing their corn to market.—F.

Indianapolis, Ind., July 19.—Wheat condition for Indiana in 1910, as shown by the government report issued July 1, was 78% of a possible 100% and, in comparison with an 84% condition in 1909, would seem to indicate quite a shrinkage; however this is not really the case, for a wheat crop should not be estimated by its bushels but by the barrels of flour it will make. Last year's crop was of a notoriously poor quality, while threshing returns from the present crop indicate an exceptionally good quality, much testing up to 60 lbs. to the bushel.—Files-Greathouse Grain Co.

IOWA.

Newton, Ia., July 13.—Corn and oats crops are good.—I. L. Patton.

Burlington, Ia., July 12.—The new crop of wheat looks good.—N. B. Derby, the Derby Mills Co.

Rockwell, Ia., July 21.—We will have 3 times as many oats as last year, quality is good, will run about 40 bus. to the acre; practically all the oats are in.—M. E. Cardwell.

Mitchellville, Ia., July 13.—We have a good oats crop. Fall wheat is gaining acreage every year.—Chas. Craig.

Huxley, Ia., July 15.—Corn is in normal condition, all the fields look fine and none dried out.—O. M. Johnson & Co.

South English, Ia., July 13.—Good crop of oats and corn. Oats will begin to move Aug. 1.—O. K. Morrison, of Home Lumber Co.

Holland, Ia., July 19.—Oats will run from 20 to 40 bus. per acre. Corn looks good so far, good stand, but needs rain soon.—John Frerichs.

Fonda, Ia., July 18.—Crop prospects in this vicinity have not been finer in years; estimates on corn run from 40 to 70 bus. per acre.—F.

Hampton, Ia., July 21.—Corn is dry and is firing in some places, need rain badly or crop will burn up, acreage is the same as last year.—J. Rohl.

Wellsburg, Ia., July 19.—Corn looking fairly well, but needing rain; 25% of old corn in farmers' hands.—Ole Shurson, mgr. Farmers Co-op. Eltr. Co.

Hampton, Ia., July 21.—Oats will run from 30 to 40 bus. per acre, quality is good. Farmers are cutting late oats.—E. A. Mallory, mgr. Farmers Eltr. Co.

Rockwell, Ia., July 21.—Corn is looking good, but needs rain; acreage is larger than last year; practically all the corn is in.—F. Campbell, mgr. Farmers Eltr. Co.

Ackley, Ia., July 20.—Will have a good crop of corn, larger acreage than usual, also a good quality of oats and good crop; 20% of the corn in farmers' hands.—B. P. Held.

Wellsburg, Ia., July 19.—Quality and yield of oats will be fully as good as last year, will have 10% more barley and quality is fine, practically all the oats are in.—D. J. Peters.

Charles City, Ia., July 22.—Corn is awful dry and needs rain soon or it will burn up, good stand, acreage is the same as last year.—I. C. Scofield, mgr., Iowa Grain & Fuel Co.

Reinbeck, Ia., July 19.—Crops are looking good but will need rain soon. Farmers are sowing more wheat than usual in this section. Practically all the grain is in.—Moeller & Walter.

Mitchellville, Ia., July 14.—Corn looking good, backward, but will make good crop, acreage is 10% larger than last year. Oats condition 100%, acreage same as last year.—Barrett Bros.

Charles City, Ia., July 22.—Cutting oats now, thresh next week, quality is fully as good as last year, will yield about one-half a crop.—T. G. Schilling, mgr. Farmers Exchange Co.

Boone, Ia., July 16.—Corn looking fine. Early oats are cut and late oats in good condition; the thin in some places will have a larger yield than last year.—B. M. Huntley Grain Co.

Sheffield, Ia., July 21.—Will have a good oats crop, average yield will be 35 bus. per acre. Corn is dry and farmers are praying for rain all day long.—F. Chichester, mgr. Farmers Co-op. Eltr. Co.

Aleman, Ia., July 15.—Crop prospects are fine; corn backward, but with rain soon and warm weather we will have a good crop, 25% of the corn in farmers' hands.—O. Legold, mgr. Farmers Grain Co.

Boone, Ia., July 16.—Corn looking very good, spotted in some places, 10% larger acreage than last year, considerable corn in farmers' hands. Oats are all in.—Frank Hannum, mgr. Farmers Elev. & Stock Co.

Allencaw, Ia., July 15.—Oats never were in better condition, acreage the same as last year. Farmers will begin cutting soon, 30% of the oats still in farmers' hands.—Roy Johnson, mgr. Farmers Elevator Co.

Iowa Falls, Ia., July 20.—Corn looking good thru here, but needs rain, it is beginning to tassel out; same acreage as last year; 5% of the corn in farmers' hands.—Frank Kamberlain, mgr. Farmers Eltr. Co.

Altoona, Ia., July 14.—Crop prospects are fine; corn acreage is 10% larger than last year, thin stand in some places. Oats will make 10% more than last year; considerable corn in farmers' hands.—O. H. Pearson.

Toeterville, Ia., July 13.—Early oats are well filled and rain and cool weather have been very beneficial to late oats. Corn is coming along fine; stand, 75%. Wheat being again sown here and the stand is fine with long heads. Barley also looks good. Some poor fields of all crops, depending on how they were put in. Yield will be somewhat less than normal but of good quality so far. Cutting of early oats and barley began last week.—H. D. Mundt.

Packwood, Ia., July 13.—Good crops of corn and oats. Will ship 25% more oats than last year and crop will begin to move late this month. Corn promises double the yield of last year and is of better quality.—E. A. Miller.

Ackley, Ia., July 20.—Farmers busy now cutting oats, yield and quality is fine. Corn is in good condition, but is in need of rain, acreage is the same as last year. Considerable corn in farmers' hands.—Fred Trainer, mgr. J. C. Lusch & Co.

Kelley, Ia., July 15.—Corn in good condition, thin stand. Oats looking fine and farmers will begin harvesting early oats soon, acreage the same as last year, considerable grain in farmers' hands.—F. Sutter, agt. B. A. Lockwood Grain Co.

Gladbrook, Ia., July 18.—Corn outlook is very favorable providing we get rain soon, acreage is the same as usual, 10% of the corn in farmers' hands to be marketed. Farmers have harvested their barley and the quality is excellent.—W. G. Schnecke-loth.

Green Mountain, Ia., July 18.—Corn is in good condition, acreage is 10% larger than last year. Good yield and quality of oats, acreage is the same as last year; 10% of the corn and 5% of the oats in the farmers' hands.—W. Z. Snyder, agt. Homer S. Thomas.

Nevada, Ia., July 16.—Oats here are fair yield, quality is good. Corn is needing rain; but is still in good condition. Hay crop was better than expected. Corn and oats acreage a little larger than usual. Not over 20% of the corn in farmers' hands.—Dunkelbarger & King.

Mason City, Ia., July 22.—Corn is looking good so far, but needs rain, haven't a good rain all summer. Some of the farmers are cutting green oats, they will begin to thresh next week, quality of oats is excellent.—E. C. Roberts, Independent Grain & Lumber Co.

Sioux City, Ia.—I have seen a number of samples of new hard winter wheat from Nebraska and South Dakota and it is fine. Will say of the spring wheat that if we do not get the quantity we surely will get the quality.—Charles Siman, chief grain inspector, Board of Trade.

Holland, Ia., July 19.—Early oats are in shock and late oats are being cut now, will make about 30 bus. per acre, same acreage as usual. Corn looks fine, good stand, needs rain now; 25% of the corn and oats in farmers' hands. More wheat and barley than in former years.—P. Knepp, mgr. Farmers Eltr. Co.

Nevada, Ia., July 16.—We have one of the best oats crops we have had in five years, quality will be excellent; early oats are all in shock and late oats will be cut next week. A larger yield of oats than last year, especially of the late variety. Practically all the old oats have been marketed.—Frazier & Son.

Green Mountain, Ia., July 18.—Oats will make good crop. Both winter and spring wheat are fine. Corn is good thus far, but last few days has shown some firing and rain is needed at once. Acreage of corn and oats is fully as large as last year, more wheat than in former years.—W. J. Lynch, mgr. Farmers Eltr. Co.

Fort Dodge, Ia., July 21.—Both corn and oats will make big crops in Iowa, probably much better than we have had before since old settlers can remember. Acreage is largely increased as all the flat lands that have been too wet heretofore are now in crop, also more that has been cultivated previously.—W. S. Pease, sec'y. Iowa Eltr. Co.

Hedrick, Ia., July 11.—Oats harvest on; grain short but well filled; estimated yield, 25 to 30 bus. per acre. Weather very dry. Corn looks well and is in good condition but needs rain badly. Meadows very short, half ton to acre, we are advised. New clover dried out, a fair yield of old clover. Early potatoes almost a failure.—Hedrick Grain Co.

KANSAS.

Clafin, Kan., July 14.—Barton County will average about $\frac{3}{4}$ of an ordinary crop, about 50% more than was expected some time ago. We expect the first new wheat will be marketed here in a day or two.—The Clafin Grain, Fuel & Stock Co.

Bentley, Kan., July 15.—We have had plenty of good rains lately. Corn is in extra good condition, clean and of good color. Oats are the best we have had since I went into the grain business seven years ago. Old corn is moving nicely and we expect to ship about 50,000 bus. from here in the next 30 days. Most of our wheat will be threshed out of the shock and put on the market.—J. A. Armour.

KENTUCKY.

Henderson, Ky.—After raining daily for three weeks a cloudburst on the night of July 15 ruined many fields of wheat and corn in Henderson, Union and Webster Counties.

MICHIGAN.

The Michigan hay crop on July 14 averaged 88% of last year's; 28% of it reported as timothy, 27% clover, and 33% mixed. An early movement of the new crop is not expected.—J. Vining Taylor, sec'y-treas. National Hay Ass'n, Winchester, Ind.

MINNESOTA.

Walnut Grove, Minn., July 19.—Harvest is well under way, cutting of barley and early oats about finished.—Swoffer & McDonald.

Ellsworth, Minn., July 14.—Present prospects for grain here are good. Some early oats in shock, corn doing fine.—Fred Bridge, agt. E. A. Brown.

Eden Prairie, Minn., July 11.—Poor crops for 40 miles around. Rye will yield about 5 to 10 bus. per acre; wheat, 2 to 8; oats, 10 to 15; poor grade.—F. F. Miller.

Wadena, Minn.—A destructive hail storm passed over a large area south of this place on the night of July 20, where crops had been excellent. Fields of grain were knocked flat and corn was literally ground up.

Vining, Minn., July 21.—Wheat crop is fairly good here; many fields will yield 25 and 30 bus. per acre; of course some will yield only 10 and 15. Good hay crop, especially clover, of which quite an acreage is seeded every year. Heavy rain last night, no damage.—T. H. Frosee.

South Haven, Minn., July 18.—Barley harvest almost finished, about half a crop but of good quality. Oats will be little better than a half crop. Wheat will probably average 12 to 15 bus. per acre. Corn is doing well. This has been a very dry season.—H. F. Goode, agt. Osborne-McMillan Eltr. Co.

Marna, Minn., July 11.—Prospects for a good crop were never better tho we had considerable dry weather, but no damage was done except to pastures, which are short. Most of the early oats will be harvested this week, not a very heavy stand but think quality will be good. Late oats are fine, also wheat which looks the best for a number of years and with good weather for the next 10 days we will have a bumper crop.—J. M. Brown, agt. Western Eltr. Co.

Minneapolis, Minn., July 16.—Extremely high temperatures and continued dry weather have caused further deterioration of crop prospects in North Dakota, the wheat in that state and Northern Minnesota is now in the filling stage. The rains of the 11th and 12th were insufficient and, followed by this extreme heat, afforded little relief. Crops in southern and central Minnesota continue very promising; small grain is filling well. Indications promise that wheat will yield 20 bus. per acre; barley, 25; and oats 35 in those sections of the state. South Dakota promises a fair crop except in the northwestern portion of the state where the wheat is exceedingly light and many localities promise nothing. Judging by present indications in the three states, wheat will not exceed 60% to 65% of last year's crop.—The Van Dusen-Harrington Co.

Minneapolis, Minn., July 12.—Barley harvesting is general in Minnesota and the Dakotas and new barley will be on the market in less than two weeks. The quality promises to be excellent and unusually free from seed and small grain. The government reports indicate that this crop will be 17,646,000 bus. short of last year's, which means nothing as the malting and brewing industry requires only 70,000,000 bus. of barley while the government reports indicate a crop of 153,638,000 bus. It is extremely unlikely that the shortage will have any effect on the values of feed barley as the corn crop is in the best possible condition and, according to the government, promises to yield 3,117,000,000 bus. this year, an excess over the 1909 crop of nearly 450,000,000 bus., thus replacing the feed barley shortage more than 26 times by the corn increase. Barley will pass thru the sweating period earlier than usual this season, so we will likely have new malt about Sept. 15.—Electric Malting Co.

MISSOURI.

Defiance, Mo., July 16.—Corn is fairly good, but wheat as a general thing is poor. The oats crop will be as good as any.—W. H. Long.

St. Louis, Mo., July 18.—We will not have much of a wheat crop but we will have a nice crop of oats and corn.—Marshall Hall, pres. W. L. Green Commission Co.

St. Louis, Mo., July 23.—With favorable weather we will have oats by the end of the month. Wheat is coming in rather slowly. This year's crop of both wheat and oats will be as good as last year's.—H. M. Manning.

St. Louis, Mo., July 15.—The winter wheat crop will be better than expected tho a little late on account of wet weather. The spring wheat in the north has suffered from the drought.—G. W. Wachter, mgr. C. B. Munday & Co.

St. Louis, Mo., July 23.—News from shippers shows that we will have a rattling good crop of mixed oats. There has been some oats replanted in wheat fields so there will also be a mixture of wheat and oats.—C. H. Langenberg.

St. Louis, Mo., July 19.—I have just returned from a trip on the M. K. & T. as far as Boonville. Corn and oats are looking fine and in places where they have not shipped corn in years they are now figuring on doing so.—Martin Mullally.

Kansas City, Mo., July 23.—The flaxseed crop in south-western Missouri and southeastern Kansas last year was 350,000 bus. and this year is estimated at 600,000 bus., which means the largest yield and best quality in 10 years.—W. G. Dilts, Jr., of H. H. Steele & Co.

Kansas City, Mo., July 19.—Good weather a few days before cutting helped the wheat in Kansas and there is a pretty fair crop. There is a wonderful acreage of corn in fairly good condition. Wheat is moving in the country even in the face of climbing prices and we believe that it will continue to move.—Davis Commission Co.

St. Louis, Mo., July 22.—I have just returned from a trip thru St. Louis, Franklin and Jefferson Counties. Wheat and corn on the bottom lands has made great progress, some of the corn showing tassels. Corn on the uplands has a good color and with a late fall will make a good crop. I conservatively estimate that wheat will average 20 bus. to the acre.—C. W. McClellan, vice-pres. Eaton, McClellan Commission Co.

NEBRASKA.

Hastings, Neb., July 20.—Wheat in this locality is above average, yielding from 20 to 30 bus. per acre and testing 60 lbs. or better.—I. J. Herring.

Phillips, Neb., July 11.—Crops here are good. Wheat is all cut and will run from 15 to 30 bus. per acre. Corn looks fine and oats is fair.—A. P. Peterson.

Staplehurst, Neb., July 14.—The wheat harvest in this section is completed and oats are being cut. The quality of the wheat is good and averages 18 bus. to the acre. A small yield of exceedingly good quality oats. Growing corn is in very good condition.—O. E. Hess, Jr., agt. Nebraska-Iowa Grain Co.

Manley, Neb., July 18.—Wheat here is all cut. The wheat threshed is turning out from 16 to 23 bus. per acre and is of the finest quality ever grown in this section. I have shipped 2 cars which tested 62 and 63 lbs. A fair crop of oats, of pretty good quality, is being cut. It is very dry and warm here and unless we have rain soon we will have a poor crop of corn. We have not had a good rain here for at least two months.—W. B. Essick, mgr. The Manley Co-operative Grain Ass'n.

NEW YORK.

The hay crop in the state of New York, July 14, averaged 91% of last year's; 38% of it was timothy, 23% clover and 36% mixed. An early movement of the new crop is expected.—J. Vining Taylor, sec'y-treas. National Hay Ass'n.

NORTH DAKOTA.

Litchville, N. D., July 12.—The crops here are very poor; 75% is burned up.—Paul Johnson, late mgr. Farmers Elevator Co.

Bismarck, N. D., July 18.—Owing to occurrence of local showers over a large part of the state, many reports this week have a distinctly more encouraging tone, and from some quarters revised estimates indicate a heavier yield than was at one time deemed possible. The drought seems to have been at least partially broken and wherever grain was not too far gone distinct improvement is noted. Wheat continues to be the greatest sufferer, closely followed by oats and barley. Flax continues to hold its own better than any of the small grains, and with corn, which is still in good condition, will be the main asset of the farmer. Hay and pasturage show marked improvement as a result of the recent showers, but the forage situation still remains a serious one. Generally speaking, unfavorable conditions have been discounted and the farmer is facing the future with confidence. Good reports continue to come from the

southwestern counties and in a slightly modified degree from Billings and parts of Morton counties, and average yields are yet looked for in these regions.—W. C. Gilbreath, Commissioner of Agriculture.

OHIO.

Ohio's hay crop, July 14, was 37% timothy, 22% clover, and 27% mixed. This year's crop averages 83% of last year's. Early movement of new crop not expected.—J. Vining Taylor, sec'y-treas. National Hay Ass'n.

Maria Stein, O., July 11.—All are busy with the harvest. Crops of wheat and oats are good but corn is very backward owing to cold weather in the spring; the good weather and a late fall would mean a good crop. Hay crop is much better than was expected. Threshing will commence in about two weeks. A few are complaining of smut in the wheat.—Henry Kramer.

OKLAHOMA.

Woodward, Okla., July 18.—Grain is moving very slowly; farmers holding for higher prices.—Cox & Townsend.

Greenfield, Okla., July 20.—We are threshing the best wheat crop that this country ever produced, with 25 bus. per acre.—F. E. Greenfield.

Hobart, Okla., July 12.—Had a nice rain last night and will make 80% of a corn crop. Wheat is moving briskly, bringing from 85c to 88c per bu. Oats is being stored; average price is 28c.—Hobart Mill & Eltr. Co.

Guthrie, Okla., July 10.—On June 25, 1910, the growing condition of winter wheat for the state was 91.6%, an increase of 3.3% over the condition on May 25. The condition on June 25, 1909, was 72.7%. Altho the season has been unfavorable, the growing condition of alfalfa is given at 90.5%; compared with 90.6% last month and 73.1% June 25, 1909. In many counties the third hay crop is now being cut. The growing condition of oats on June 25, is shown to be 89.1%; compared with 84.3% May 25, and 73.4% June 25, 1909. Reports show that 97% of the acreage sown will be harvested with an average yield of 36.9 bus. Reports from the 76 counties show the condition of corn to be 85.4% compared with 93.3% May 25, and 90% June 25, 1909. Reports indicate that the corn crop is in an unusually good state of cultivation. Drouth in the southwestern counties caused considerable damage to early corn. Prospects for a crop of broomcorn are estimated at 89.7%. The past month's weather conditions have been generally favorable for all crops.—Oklahoma State Board of Agriculture.

PENNSYLVANIA.

Pennsylvania's hay crop, July 14, averaged 96% of last year's; with 38% of it timothy, 26% clover and 36% mixed. Early movement of new crop not expected.—J. Vining Taylor, sec'y-treas. National Hay Ass'n.

SOUTH DAKOTA.

Milbank, S. D., July 18.—Many farmers here have commenced cutting wheat.—H. A. Riley.

Menno, S. D., July 19.—Small grain is in good condition and will yield an average crop. Corn is very good altho a week or two late and in need of rain. The hay crop is short.—J. J. Decker.

TENNESSEE.

Nashville, Tenn., July 21.—Continued rains have delayed threshing of wheat in this section and no new wheat is yet on the Nashville market. Threshing is now under way and it is expected that next week quite a lot of new wheat will be marketed. More or less rain has fallen every day during July with the result that wheat has been badly damaged in shock. Much of it has sprouted which added to the short crop makes the outlook as dealers see it for a strong market. Both corn and wheat have been damaged and cut short by unseasonable weather—either too dry or too wet making the general crop situation in this section worse than for years.—S.

WASHINGTON.

Tacoma, Wash., July 10.—State Inspector C. J. Holst, who has just returned from a trip thru the grain belt in the eastern part of the state, says that the wheat crop will average 80% of last year's yield, and that the outlook is not so discouraging as reported. In Whitman and Walla Walla Counties the crop is spotted and will show a decrease of 20%. Cutting is under way in several counties but the yield will be considerably below the average. According to Mr. Holst, rain is needed in the upper Palouse country where the wheat was sown late. Mr. Holst also says that a great portion of the 1909 crop is still in the farmers' hands and that this will bring up the available supply to within about 10% of the usual amount.

Annual Meeting Western Grain Dealers Ass'n

The annual business meeting of the Western Grain Dealers' Ass'n was called to order by Pres. J. A. Tiedeman of Sioux City at 11:20 a. m., July 13, in the Savery hotel, Des Moines, Ia., with 42 persons present. Mr. Tiedeman read the following address:

President's Address.

Since we held our last annual meeting the business experience of most of the dealers has been quite varied. We have had conditions arise which were entirely new to the trade, and which in some cases have been exceedingly hard to meet. In former years we had car shortages, sometimes quite severe, but I do not think it is within the memory of the trade that we have had such a state of affairs as existed during the last winter and spring.

Practically all the dealers bot something which they did not get; that is, they purchased transportation but did not get delivery; consequently the losses incurred through delays in transit have been severe and in some cases enormous.

To my mind the transportation companies have not the semblance of a reasonable excuse for these delays. If cars of grain were held out for a week, or possibly two weeks, longer than a reasonable time needed to deliver to destination, there might be some way for them to discover a reasonable excuse; but when they take six weeks, two or three months, and, in some cases, from four to five months for delivery, I cannot for the life of me see where they have a leg to stand on.

True, while very few, if any, of the claims for damages filed have been heard from, it surely will be an interesting task to try to digest any excuses which might be offered.

On the other hand, it is entirely possible that the railroad companies will look at the matter in the right way and pay these claims in full for delays in transit, and thus reimburse the dealers in part for the losses incurred, thru no fault of theirs.

Repairs to Cars: It would be a very good idea for the railroad companies to make a report of the repairs of cars and causes of delay in transit. There are too many leaking cars repaired in transit, and no means of discovering where it has been done, except when some good friend has noticed it and has advised you. I think it is highly essential that railroad companies should be required to furnish accurate reports to shippers, showing repairs of cars in transit and also reports giving the causes for delays in transit; and I would strongly urge that this Association take some action with that object in view.

Increased Rental Charges for elevator sites are still with us and refuse to be downed. Complaints are frequently made that some railroad companies simply place a valuation upon their sites to suit themselves, make out the lease on a 50% basis of that valuation, hand it to the shipper; and tell him to sign. Sometimes the valuation is two to three times more than the land is worth, and the shipper is not even invited to have a say as to what the rental should be altho he is one of the parties to the contract and also the one who furnishes the depot for the grain.

Carload Dockage is getting pretty well cleaned up, and at this time there is no market which indulges in this unjust practice. However it would seem as tho the members of one market to the south of us have not yet gotten their eyes open wide enough to see that this is an unjust, little and pernicious practice. They have taken the matter into the courts to see if they cannot continue to indulge in the pastime of taking some of the cars' contents, but it is to be hoped that the courts will look at it in the broad, honest way and thus forever put a stop to this polite form of taking what does not belong to them.

Delayed Reinspection: Several markets which formerly took an unlimited time for reinspection have limited the time to a week or ten days. This is somewhat better—but it would seem as tho these markets will have to broaden themselves still more and get up to the standard established by the bigger, broader and more

progressive markets. A week or ten days after first inspection, is entirely too long a time for the shipper to be responsible for the condition of the grain. Minneapolis last year passed a rule limiting the time for reinspection on corn, but not for other grains.

Omaha modified its rule to allow eight days for reinspection which time surely is long enough for grain to get out of condition if the buyer is disposed to want it so.

Pres. J. A. Tiedeman: The nominating committee will be composed of L. Maack, Walcott; M. McFarlin, Des Moines; and R. A. Frazier, Nevada.

The committee on resolutions is J. A. King, Nevada; J. W. Radford, Chicago; E. A. Fields, Sioux City.

Sec'y Geo. A. Wells read the following financial statement, which was accepted:

TREASURER'S REPORT.	
RECEIPTS.	
Balance on hand July 1, 1909...	\$ 48.16
Receipts	8,511.98
	<hr/>
	\$8,560.14
DISBURSEMENTS.	
Disbursed	\$8,309.16
Balance on hand June 30, 1910...	250.98
	<hr/>
	\$8,560.14
EXPENSE ACCOUNT.	
R. R. Fare.....	\$ 80.50
Hotel	50.87
Office Employes.....	\$802.36
Office Deduction	102.00
	<hr/>
Office Expense	700.36
Office Deduction	1.00
	<hr/>
245.72	
Stationery and Postage.....	\$483.22
Deduction	143.00
	<hr/>
340.22	
Postage	\$49.88
Sundry Items	320.63
Deduction	10.00
	<hr/>
39.88	
Telegraph and Telephone.....	65.92
Expense Badge Buttons.....	12.00
Filing Fee (Sec'y. State).....	1.00
Expense Annual Meeting.....	26.00
Nat'l Industrial Traffic League.....	10.00
Legal Advice	72.50
Exp. Chm. Terminal Mkt. Com.....	16.30
Exchange	3.45
Secretary's Bond	5.00
Subscription Traffic Bulletin.....	10.00
St. Louis Market Record.....	5.25
Secretary's Salary	2,000.00
C. E. Stephenson Salary and Exp.	1,048.79
	<hr/>
	\$5,054.39

Sec'y Wells read the resolutions adopted at the last annual meeting.

Mr. Wells read the recommendation by the terminal market committee, Geo. A. Stibbens, chairman, that the sec'y be requested to investigate delayed reinspection.

Mr. Wells: Our board had felt continually that the original inspection should be final. At Kansas City they have refused to do anything in the matter of delayed reinspection.

Mr. Wells then read his report as secretary, as follows:

Secretary's Report.

This is the tenth anniversary of this Ass'n and also my service as sec'y. As you are probably aware, the work of this Ass'n has been continually broadened in its scope and now includes several features that are in fact business propositions, and in order successfully to conduct the work along such broader lines, at the beginning of last year we adopted a plan of work that required considerable increase of our expense account, expecting that we could thereby increase our revenue sufficiently to cover the increased expense by increasing our membership, and also the earnings of our scale inspection department.

We have secured the new membership

anticipated, but have lost membership in a manner that we did not anticipate.

It would seem that we are obliged to exercise about one-third of our energy and expend about one-third of our income in the work of maintaining our organization and of securing business that ought to come to us from our members voluntarily. The members do not seem to appreciate the fact that such indifference indirectly means an expense to them. For example two years ago our scale inspection work showed a deficit of about \$250.00. This year we have a gain in the account of about \$200.00, but the account is not charged with any of the office expense, postage, stationery, or other expenses of our traveling representative who has personally solicited and secured a considerable portion of our scale inspection applications during the past year, thus showing an increase on account of his work of upwards of \$500.

I believe that it is perfectly reasonable for me to say that no other grain dealers ass'n undertakes to cover the scope of work or maintain the general facilities for doing such extensive work as we do. I wish also to call your attention to the fact that the fees and dues in this Ass'n are less than charged by other Ass'n's. Our charges for application fee being \$3, while other state ass'n's charge \$5. Our annual dues are \$9, while other state ass'n's are charging \$10 to \$12 and the National Ass'n collects \$15 per annum.

ARBITRATION: I notice that some of the ass'n's report a considerable number of cases of arbitration, but I am pleased to say that we have had only one case of arbitration during the past year and in that case both parties were non-members and in fact outside of the jurisdiction of this Ass'n, but we accepted the case on urgent invitation by them.

We do, however, have a few complaints of differences between buyers and sellers of which I do not make special record, these being adjusted privately and satisfactorily to the parties concerned by correspondence, by showing where the responsibility properly belongs by the precedents that we have established by previous arbitration or otherwise.

Such misunderstandings are usually the result of careless or incomplete contracts, and in this connection I wish to urge country grain dealers particularly to keep complete files of correspondence that may have any relation to contracts, also to make and keep on file copies of all letters written by them and also a file of daily market letters giving quotations of values in the different markets in which business is transacted.

We are often put to considerable extra work and inconvenience when the matters submitted for adjustment and also freight claims are not complete in documentary evidence and in some cases do not include a brief setting forth the facts in the case or the claim, and we desire to urge that when complaints or claims are filed with the Ass'n that the complainant or claimant write a brief giving detailed statement of the case from his point of view.

BUREAU OF INFORMATION: The general correspondence with several hundred members even tho we never hear from many of them individually regarding different questions that arise in their business is of considerable daily volume, in fact, your Sec'y's desk is never clear of such work. These matters are always difficult and stubborn to deal with and to make a showing that will be appreciated by the members, it requires considerable diligence on the part of your Sec'y to keep himself informed to such an extent as to be able to render service along these lines.

The grain trade of Iowa is peculiarly situated being surrounded by terminal markets, each market having its own



Pres. I. L. Patton, Newton, Ia.

peculiar conditions to deal with, thus necessitating more general information than if we were located tributary to only one or two terminal markets as is the case with some of the western states.

CROP REPORTS: During the past year we have extended the work and scope of compiling crop reports by including the surplus grain producing states of the corn and winter wheat belt, and also by publishing in connection therewith matters of general importance to our members with the idea of giving publicity to all questions relating to transportation and the terminal markets that affect in any way the interests of the members of this Ass'n, taking the position that railroad companies are common carriers and that terminal market grain exchanges are quasi-public institutions and that all rules and regulations promulgated by railroad companies and boards of trade are proper subjects for public discussion.

LEGISLATION: There was no session of the Iowa legislature the past year and there has been practically no work done along this line except the use of our influence by having letters written by our members and also as an Ass'n to the members of Congress in a few special matters such as federal inspection, anti-option, Es/L, and good roads. We are at the present time, however, doing everything possible to exercise an influence with the general assembly and City Council of St. Louis, urging the adoption of a bill relating to a reduction of the weighing fee on team tracks at St. Louis.

FREIGHT CLAIMS: There have been a less number of refused freight claims filed with us this year than heretofore, in fact, at the present time my desk is nearly clear.

I have frequently inquired of our members by circular letter in regard to freight claims filed and am positively certain that the method of dealing with freight claims that was established by this Ass'n a few years ago has resulted in establishing precedents with the claim departments of the different railroads that also become of valuable benefit to every grain shipper whether member of this Ass'n or not.

It is probably well understood by our members that this Ass'n does not attempt to collect freight claims, but that we do undertake to collect refused freight claims that have merit. We seldom fail to obtain settlement on claims that we accept for collection.

SCALE INSPECTION AND REPAIRS: During the past year we have inspected 860 scales some of which were repaired by our expert Mr. Nolan. The total earnings of our scale inspection department for the year ending June 30th, is \$2,898.60 and the expense of doing the work was \$2,700, giving a net gain of \$198.60. The expense includes salary of the expert, hotel and traveling expenses, transportation of test weights, drayage, repairs to boxes, etc., but this expense does not include anything for office work, postage, stationery nor the expense of our traveling representative who has secured a considerable portion of the applications for scale inspection by personal solicitation without which personal solicitation the scale inspection account would have shown a deficit.

We are put to much extra labor and expense that might be avoided if the members would fall in line and give us their annual applications voluntarily and assume the responsibility of securing applications from other scale owners in the same town, thus saving us the expense of sending

our representative to personally solicit these applications.

We practically give every scale owner in the state of Iowa an opportunity to have his scales inspected, and if necessary repaired, once a year at about regular intervals at a cost of about \$3.50 per scale, and in order to maintain this low cost we must have the annual patronage of each scale owner.

INSURANCE: The Western Grain Dealers Mutual Fire Insurance Ass'n, altho incorporated separately from this Ass'n, is in fact a department of it.

During the past year we have written over \$500,000 of insurance and we now have about \$1,100,000 of insurance in force, covering about 500 separate and unexposed risks.

The average cost of the insurance for the three years of our existence is about 62½% of our basis rate and during the three-year term we have passed thru a period of exceedingly excessive fire losses, so that we have every reason to believe that our cost for the five-year term may be somewhat less than we have experienced in the three-year term.

We now have all the clerical force and facilities necessary to handle a much larger volume of business without materially increasing the expense account and if we could obtain a volume of business amounting to \$2,000,000 the saving on the expense ratio because of such increased volume, would be upwards of \$2 per thousand.

MEMBERSHIP AND INCOME: During the past year we have received 80 new members, but we have also lost nearly that number, a considerable portion of which are represented by dealers who have sold their business or become delinquent in the payment of dues. Besides quite a number of the new members are dealers who purchased the business of the members who have withdrawn.

It would seem that our membership, which is about 500 elevators, includes a large part of the most substantial independent dealers and firms operating small lines of elevators in the state.

There are about 1,200 active elevators in the State of Iowa, about 400 of these are operated by a few large line elevator companies, that have not during the past five or six years given this Ass'n their financial support.

There are now upwards of 200 farmers' elevators in the state, leaving about 100 elevators that would possibly become members of this Ass'n. It will be readily understood, that with a membership of about 500 elevators now, as compared with 800 elevators five years ago our income has been materially reduced and in fact our deficit last year was about \$600.

It will therefore be necessary for us to add upwards of 100 elevators to our membership, reduce the expense account to the basis of our present income, or increase the dues.

As a general proposition, Ass'n work does not thrive when handicapped by rigid economy.

ELEVATOR CONSTRUCTION: Being engaged in the business of insurance, the Ass'n is directly concerned in reducing the hazardous conditions of elevator property to a minimum.

We have noticed with much concern, that a considerable number of the country elevators are becoming more or less dilapidated. The shingles in bad condition, the siding loose and the paint gone, thus giving the best possible chance for live sparks and cinders emitted by passing locomotives to ignite fire if lodged thereon.

Many insurance companies are now discriminating against and even refusing to write insurance on such elevator risks and the fire loss ratio of the elevator property is certain to become greater if these elevator risks are to be thus neglected, and sooner or later, the elevator owners will be obliged to pay higher rates of insurance, whether insured with a mutual or old line company. In fact, in a few years, considerable of the elevator property in this state will not be considered insurable by conservative insurance companies.

In constructing new elevators, the plan of building and material used should be carefully considered. Fire proof material should be used so far as possible and the power house detached from the elevator or driveway, thus obtaining the benefit of the lowest scheduled rate.

We feel the necessity of urging that more care be exercised. That the premises be swept and kept clean from the dirt inside and the dead grass and rubbish outside. That doors and windows, especially on track side of elevators, be kept in good repair and entirely closed, so that sparks may not enter the building. We frequently have extremely dry spells of weather,

when a spark from an engine will ignite fire almost wherever it may fall, and we urge that during such dry spells elevator owners make a casual examination about their property soon after each train has passed and see that no fires have been started about the premises.

SCALES: This Ass'n has been inspecting and repairing scales for about five years and we have noted by the daily inspectors' reports that we receive and keep on file, much improvement in the general condition of scales throughout the state. As a direct result of our work, scale owners have become better informed of the necessities of what constitutes a perfect weighing condition in a scale and of the necessity of having a first-class scale installed on a good concrete or stone foundation.

With such a scale thus installed, being annually inspected at regular intervals by our expert, which only costs about \$3.50 per year, the scales will be continuously in good weighing condition.

The temporary causes that frequently occur to prevent perfect weighing are becoming better understood and disposed of by the scale owners than formerly so that now we are seldom required to make a special trip to inspect or repair scales.

In order to continue this work in a competent manner and keep the scales in continuous perfect weighing condition, we must have the regular annual patronage of all scale owners, otherwise we can not maintain the low basis of charges that we have established for doing this work.

KEEPING ACCOUNTS: We have had some very troublesome experience in settlement of fire losses, where the dealer neglected to keep accurate accounts of his business and we desire to urge the members to become generally interested in adopting a system of accounts that will make it possible to compute the amount of grain on hand at time of loss, without the necessity of making estimates and guessing at it.

We understand that a complete set of the necessary books to keep such records in a country elevator business can be purchased at a small cost from the Grain Dealers Journal of Chicago, and they will be glad, I have no doubt, to submit a descriptive catalog of such books.

BUYING GRAIN ACCORDING TO GRADE: This is an old subject but always pertinent to the grain business. I believe that some time grain dealers are going to adopt a plan of meeting in different localities where they can conveniently get together at the beginning of the thrashing season or as soon thereafter as representative samples of grain can be obtained, each dealer bringing such representative samples for exhibition and examination in order to establish by grades and to inform themselves generally of the run of the quality.

The farmers who produce good grain should be paid according to the quality and the farmers who offer inferior quality of grain should receive a lower price.

STORING GRAIN: Several years ago, the question of storing grain received considerable attention by this Ass'n and the practice was largely discontinued, but I understand that in certain localities the dealers are again indulging in the custom of giving the farmers almost unlimited free storage. This is not general, however, but it is most certainly a bad business proposition for the grain dealers.

WRITTEN PURCHASE CONTRACTS: We hear occasionally of a dealer having trouble to enforce verbal contract for purchase of grain from the farmers, and of some dealers who are "easy," and allow the farmers to default on their contracts. There is no reason why the farmer should not be required to fill his contract for sale of grain as well as a man engaged in any other business.

Each and every grain dealer should insist on having contracts completed by his patrons and this Ass'n should go on record publicly at every opportunity as upholding such a principle.

TRANSPORTATION: I think there is now no disposition on the part of the claim departments of most of the railroad companies to deny their liability for damage because of loss of grain in transit, but they do attempt to place the burden on the shipper of showing that the grain was lost in transit, when the fact is that under the common law the burden is upon the railroad company to show that the weights at shipping point or destination are incorrect, and failing to make such a showing the railroad company is liable for the loss as indicated by the weights thus submitted by the claimant.

CLAIMS FOR DAMAGE involving questions that come within the jurisdiction of the Interstate Commerce Commission,



Sec'y Geo. A. Wells, Des Moines, Ia.

namely; rates and discrimination, must have accrued within two years immediately prior to the date upon which they are filed with the Commission, otherwise such claims are barred by the statute of limitations and will not be recognized by the Commission.

The question of damage because of loss in transit and delay in transit are not within the jurisdiction of the Interstate Commerce Commission, and I believe the statute of limitations provides a longer period in such cases. However, no claim should be allowed to remain in the hands of the Claim Department for two years, and if necessary, court proceedings should begin before that length of time has elapsed.

The question of the liability of the railroad as a common carrier versus warehouseman is not clearly settled. We have a case on hand at the present time where grain was stolen from car after being placed on the elevator track for unloading. The railroad company denies liability as a common carrier in this case. A legal opinion covering this question in part is as follows:

"The Courts are not agreed on the question as to when the responsibility of a railroad company as a common carrier ends and that of a warehouseman begins. The 'Massachusetts Doctrine' is that of the carrier's liability as insurer ends with the completion of the transit, the unloading of the goods from the cars, and their safe deposit upon the platform or in the warehouse of the company.

"The 'New Hampshire Doctrine,' which is followed in New York is that of the carrier's liability as insurer continues after the arrival of the goods at their destination until the consignee has had a reasonable time in which to call for and remove his goods at the notice of their arrival, which the carrier is bound to give where practicable. As a practical question, however, the difference between the two kinds of responsibility is immaterial, as the railroad companies, thru the agreements on their B/L, have practically limited their liability as carriers to cases of negligence alone and in some cases have successfully avoided even that responsibility.

"Your question as to liability in case of robbery occurring immediately after a car of grain is placed on the unloading track of the elevator company, would have to be decided upon all the facts in the particular case, such as the provisions of the B/L, ownership of the track and car, notice of arrival, and the usual course of business between the carrier and the consignee as to the receiving and unloading."

Adjourned to 1:30.

Afternoon Session.

The afternoon session was called to order at 2:40 and Mr. Wells concluded the reading of his report as secretary.

FIRE PROTECTION.

Jay A. King: In connection with the insurance end of the proposition the principal thought is to put the buildings in the best condition to avoid risk of fire. One of the principal causes of fire is sparks from locomotive engines. This matter was taken up with the railroads and considerable improvement has been made. They say they can't avoid having sparks issue from engines.

One method of protecting elevators from fire is cement covering. A movement is on now to rehabilitate old buildings by putting on a cement plaster, by nailing on metal lath and putting cement on that. The lath is preserved by the cement, which need not be more than $\frac{1}{2}$ to $\frac{3}{4}$ inch thick. Quite a number of elevators in this state have had the siding on a considerable time, and it has become warped and decayed and needs to be renewed.

The question is whether the cement siding would crack by loading and unloading the building. In my opinion this could be put on in separate sections to overcome the likelihood of cracking and at no more cost than wooden siding painted. The cement of course would require no painting.

As fire catches oftener on the roof than the sides, cement would be a proper roofing.

Any insurance company could afford to

make the rate less on a fireproofed building. Any member who has his elevator protected from fire from railroad sparks should be entitled to a reduction proportionate to the number of elevators destroyed by locomotive sparks.

All the machines and metal in our elevator are connected by a single wire to a lightning rod; and no building connected with this kind of rod has been burned. I believe that anything that can be done to lessen the liability from fire without excessive cost is worth considering.

FREE STORAGE.

Pres. Tiedeman: What has been the experience of members with free storage?

J. W. Radford: I recently saw some farmers settle at 32 cents for grain that was worth 42 cents when put into store.

B. A. Lockwood: I would like to see the farmer who does not want to take off the storage.

Pres. Tiedeman: Do you store any?

B. A. Lockwood: Yes.

Pres. Tiedeman: Do you collect it?

B. A. Lockwood: Yes.

G. A. Wells: Do you have an established rate?

B. A. Lockwood: We charge $\frac{1}{2}$ cent a month per bu. We have the farmer understand it is a business transaction and an accommodation to him.

G. A. Wells: Do you have trouble with your competition on storage?

B. A. Lockwood: We have trouble with our competitors on all questions. (Laughter.) We also have trouble on the exchanges, when we ship a car of corn, calling it No. 4 when it is No. 3.

Pres. Tiedeman: That happens when you are a bull on corn and the market does not go your way.

P. F. Vorhes: There is a lot of free storage on this line. This summer I have simply refused to store any corn. I tell the farmer to store his corn at home.

B. A. Lockwood: It is a very serious thing to take grain and be responsible. We stand shrinkage and deterioration. These are strong points to bring before the farmer and charge him for it. As a rule we don't encourage storage; but when we do store we charge for it.

Pres. Tiedeman: In our part of the state the matter of free storage is about as bad as it can be. About two years ago we started to charge $\frac{1}{2}$ cent a month, after giving 15 days free. At 4 places our competitors don't charge storage. At one place where we have a fierce competitor we charge storage. We had some oats that were settled at 4 cents for the storage. We are going to put the storage charge at all our stations to 1 cent a month.

In Dakota you get 1 cent a month and have to take out a license. They do as much business as competitors who give free storage. The McCaul-Webster Elevator Co. charges for storage all over the state and they get as much grain as competitors.

We have not gotten thru with our experiment. We have one place where there are four of us and we are the only ones charging storage. We know storage can be charged for regardless of competition.

Geo. A. Wells: In Iowa the dealer who stores is responsible even if he gives no storage ticket.

J. A. King, chairman of the committee on resolutions, reported several resolutions, all of which were adopted, as follows:

Resolutions.

CARLOAD DOCKAGE.

WHEREAS, all terminal grain exchanges except Kansas City have voluntarily abolished carload dockage, and

WHEREAS, the State Supreme Court of Missouri has decided that carload dockage is illegal, and being authoritatively advised that the Kansas City Board of Trade has appealed to the higher courts in its efforts to retain the right to make an arbitrary deduction of 100 pounds from each and every carload of grain regardless of its condition or quality; therefore,

RESOLVED, That this Ass'n does hereby express the sentiment of its members as being positively opposed to carload dockage and that the disposition of the Kansas City Board of Trade in this matter is entirely at variance with the custom and rules of other exchanges, is unlawful and unreasonable.

DELAYED REINSPECTION.

WHEREAS, The custom and rules of certain terminal grain exchanges still permit buyers to call for reinspection after the car has been placed at the elevator for unloading, thus ignoring the original inspection, upon which inspection and sampling the grain was sold, by placing the burden upon the shipper for the responsibility for deterioration in quality that may occur by reason of delay in delivering the car from inspection track to the elevator; therefore,

RESOLVED, That the officers of this Ass'n be instructed to continue their efforts to the end that the original inspection shall be final, except to give a reasonable time for prompt resampling of the cars or in case of plugged cars.

WEIGHING CHARGES AT ST. LOUIS.

RESOLVED, That we commend the efforts of the Merchants Exchange of St. Louis in undertaking to secure the passage of a bill by the City Council and General Assembly of St. Louis relating to a reduction of the weighing fees of team track weights and we hereby tender our congratulations to the members of the Merchants Exchange of St. Louis in having accomplished the passage of this bill in the lower house and further assistance that we may have the privilege of extending to them in this connection.

EXTENSION OF HOURS FOR TRADING IN FUTURES.

RESOLVED, That the Western Grain Dealers Ass'n does hereby express the sentiment of its members as being emphatically opposed to an extension of the daily hours for trading in futures on the Chicago Board of Trade as proposed by some of its members.

LIMITING HOURS OF SELLING CON-SIGNED GRAIN.

WHEREAS, We are advised that it is the rule of the Omaha Grain Exchange to limit the time of making sales of consigned grain between the hours of 11:00 a. m. and 12:30 noon, and that members of that Exchange are not permitted to



Geo. C. Martin, Jr., and Bert Ball Represented St. Louis.

make sales of such consigned grain at any other time.

RESOLVED, That the Western Grain Dealers Ass'n does hereby express the sentiment of its membership in opposition to this rule, that such a rule is unreasonably restrictive, and that the members of the Omaha Grain Exchange or any other Exchange should be at liberty to make sales of consigned grain without any restrictions whatever as to time of making such sales.

COMMISSION MERCHANTS ACTING AS BOTH PRINCIPAL AND AGENT.

RESOLVED, That the Western Grain Dealers Ass'n does hereby express the sentiment of its membership as opposed to members of any grain exchange being permitted under its rules to act as both agent and principal in the same transaction.

BUYING TERMS OF "OR BETTER."

WHEREAS, We believe that the grain trade in general should adopt the plan of and promote the idea of buying grain on its merits at country stations, terminal markets and elsewhere; therefore,

RESOLVED, That we are opposed to the use of the terms "Or Better" used by terminal market dealers in buying grain from country shippers.

GRAIN EXCHANGES A NECESSITY.

Whereas, A wide, open and competitive market for agricultural products, as afforded by the produce exchanges of this country, is a vital necessity to the grain dealers and grain producers; and,

Whereas, The great public utility of said produce exchanges has been greatly obscured in the public mind by its constant confusion with the illegal and immoral bucket-shop and other purely gambling institutions; and,

Whereas, The grain dealers of the West view with alarm the proposed drastic and sweeping legislation now advocated before Congress and various state legislatures, aimed to eliminate the buying and selling of agricultural products for future delivery and free play of legitimate speculation in the trade of such products as now operated upon the said produce exchanges; therefore, be it

Resolved, That the Western Grain Dealers Ass'n in convention assembled, declare its position to be that of co-operation with and not antagonism to the legitimate produce exchanges of this country. And be it further

Resolved, That in the judgment of this convention the modern produce exchanges, the system of buying and selling agricultural products for future delivery, and the legitimate, intelligent speculation in the prices of the same, are indispensable factors of the grain trade, the elimination of which would destroy the most economic and scientific methods which time and experience have yet evolved for the marketing of the immense agricultural products of this country at the least expense and greatest convenience.

RAILROAD EQUIPMENT.

Whereas, The prospect is for a large crop of grain in Iowa and adjoining states, it is imperative that sufficient

equipment be provided for the movement of this grain to market, and

Whereas, The equipment of the railroads is deficient in volume and inferior in quality; therefore,

Resolved, That we urge upon all railroads the necessity of using all possible effort to place their equipment in condition and capacity without delay, in order to enable them to handle the large business in grain that will begin in the near future.

TRANSPORTATION.

WHEREAS, The excessive delays in transit of carloads of grain from Iowa, South Dakota, Nebraska and Minnesota during the several months from October, 1909, to May, 1910, caused so many and such large losses, that the prevention of a recurrence of such delays in transit is a matter of vital importance not only to the shippers of grain, but also to the producers as well.

Instances are not uncommon of cars of grain being on the road 2, 3 and even 4 months between Iowa, South Dakota, Nebraska and Minnesota points, and Chicago, Milwaukee, Peoria or St. Louis, and instances of cars of grain being in transit between these points during that time for a period of six weeks to three months were very frequent, and, in fact, but little if any of the grain shipped between October and February was transported with reasonable promptness.

We believe that such delays could have been avoided if the railroad companies had used reasonable precaution and diligence in providing the necessary equipment and keeping the same in proper physical condition, especially the motive power.

We further believe that such failure to provide the necessary motive power was because of absolute negligence and was in large part knowingly permitted with a view to curtail the cost of operating. We understand that the active heads of the several departments would have furnished reasonably good service if they had been provided by the directors with the necessary means to do so.

This neglect having caused such disastrous losses to the shippers it will be just and proper for the railroads to make full restitution for such losses, and we stand firmly on the proposition to demand such restitution and to enforce the demand if necessary; therefore,

RESOLVED, That the Board of Directors of this Ass'n be and are hereby instructed to proceed in such a manner as they may consider most expedient to enforce the collection of the valid claims against the railroad companies for damage incurred to the members because of delay in transit or loss in transit, and if necessary, that a special assessment of not to exceed \$2 per membership be made to defray the extra expense.

B. A. Lockwood: I am in favor of this resolution. The sentiment expressed in this resolution is impressed upon us and it is a just presentation of the case.

D. S. Baird: Does this assessment mean on each elevator?

G. A. Wells: The member is assessed only as he pays dues on membership.

D. S. Baird: We have been given to understand that there will be a settlement made of our just claims by the railroads.

G. A. Wells: What is a just claim? I have threshed this matter over with the railroads from one end to the other and it appears to me the railroads are going to claim that they are not liable for delay in service caused by inability to give service in bad weather. For 30 days 16 cars at one station never turned a wheel. These cars stood that time on the shipper's own siding.

J. W. Radford: I think the railroads will take up these claims on their merits. This resolution will do no harm.

G. A. Wells: Some claims have more merit than others, and 50 per cent might be a fair settlement.

W. W. Sylvester: My firm has pushed a great many of these claims for our customers. The Northwestern offered settlement of 50 per cent for loss in market value due to delay in transit of 20 to 40 days. Ten days would have been a reasonable time. Stuff went thru to St. Louis and Peoria in 7½ days. A uniform basis for time of movement would be desirable. Another point to consider is that the B/L provides that the claim must be presented in 4 months from delivery. We have not yet secured the payment of a single claim.

R. A. Frazier: Have any claims been paid for delay in transit?

Pres. Tiedeman: Yes; but they were few. Those claims occurred during the panic of 1907 on barley, and they were paid. Those amounted to a few hundred dollars, where these claims will amount to hundreds of thousands.

G. A. Wells: The railroad companies do not deny liability. How much ground have they to stand on on account of bad weather? Our members claim the delays would not have happened had their equipment been in good condition.

LIMITATION OF COMMON LAW LIABILITY IN RAILROAD LEASES FOR ELEVATOR SITES.

WHEREAS, Railroad companies have adopted forms of railroad leases that arbitrarily provide for every possible condition favorable to themselves, and without a single condition favorable to the owner of the elevator except the privilege of occupying the premises (without even the privilege of a definite term) by providing at his own expense the elevator and warehouse facilities necessary for the purpose of accumulating carloads of grain and storing same, which is, to a large extent, done for the convenience of the railroad company, and that such leases also limit the common law liability of the railroad company by relieving them of any damage that may be done to the elevator property or warehouse property thus provided by the shipper, by fire or otherwise.

WHEREAS, Railroad companies have now adopted a plan of charging rental for elevator sites that is equivalent to a full revenue earning basis on valuations that are in most cases excessive; therefore,

RESOLVED, That the Board of Directors of this Ass'n be and are hereby instructed to proceed in such a manner as they may consider most expedient to obtain relief, if possible, from these arbitrary and unreasonable conditions in the elevator leases and rental charges by legislative enactment, the courts, State Board of Railroad Commissioners, Interstate Commerce Commission or otherwise.

Pres. Tiedeman: It seems that most of the trouble on this matter comes from one railroad; but it might become contagious.

G. A. Wells: This will probably result in presenting a bill before the next legislature.

W. A. Wilkin: I had a car at St. Louis on which the charges were \$14 over and above what I considered rea-



Illinois Delegation: C. C. Miles, P. B. Miles, Peoria, J. W. Radford, Chicago; D. D. Hall, Peoria.

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sonable. The charges were for weighing, reconsignment, transfer, insurance, etc. The market is quoted a cent a bushel higher just on account of the charges.

G. A. Wells: This question has been threshed out at preceding conventions, with the decision it is the duty of the shipper to write his commission merchant not to sell grain when such excessive charges will accrue.

Pres. Tiedeman: This question is hardly pertinent to the resolutions under discussion. Perhaps the gentlemen can persuade the committee on resolutions to take up the matter.

The committee on nominations, L. Maack, chairman, reported the following officers for the ensuing year:

NEW OFFICERS.

Pres., I. L. Patton of Newton; vice-pres., Lee Lockwood of Des Moines; directors, P. J. Harvey of Gowrie, Ia.; H. W. Van Dyke of Winfield, Ia.; E. A. Fields of Sioux City, Ia.; E. J. Skewis of Minneapolis, Minn.; and E. L. Erickson of Story City, Ia. The officers suggested by the committee were unanimously elected.

B. A. Lockwood: We are passing thru an era that is of untold import to the middle west, distinguished largely by an immense amount of negligence by a large number of men, one being J. J. Hill, the grain prophet of the Northwest. At the millers' convention in Minneapolis, June 23, Mr. Hill had a paper read telling the millers about wheat at the very time that more time was requested for the consideration by the railroads of lower berth rates, when the roads already had been given three years' time, only to neglect attending to this, their business.

I read that American locomotives are not bot by the Chinese railroads. I am glad of it. We need those locomotives in this country.

Hill says the past year has convinced the roads that the terminals are not adequate to the business. The equipment of the roads is almost double, yet your products are not handled with former expedition. The Interstate Commerce Commission should be a power respected by the railroads.

Bert Ball: We have every assurance that the bill giving the Merchants Exchange supervision of team track weights and cutting down the 20-cent minimum charge for weighing wagon loads will pass the St. Louis Council as well as the House of Delegates.

To know the market price it is not sufficient to have the quotations of a single market. The price of one market does not reflect the fluctuation in values of cash grain, and the dealer should compare the prices in different cities. If any dealer will write to me at St. Louis I will arrange to have the quotations of cash grain and futures from all the leading markets supplied to the newspaper in his town every day.

Adjourned sine die.

Convention Notes.

C. E. Stephenson talked fire insurance for the Western Grain Dealers Mutual.

From Kansas City, one only: E. R. Stripp, representing Vanderslice-Lynds Co.

From Peoria: D. D. Hall of Tyng, Hall & Co.; C. C. Miles and B. E. Miles of P. B. & C. C. Miles; and A. L. Cox.

St. Louis sent Bert Ball, representing the Merchants Exchange; Geo. C. Martin, Jr., representing the Goffe & Karkener Co.; H. H. Savage; and J. W. Townsend, representing Eaton, McClellan Com. Co.

Automatic scale information was dispensed by Irving Speer of Omaha, representing the Richardson Scale Co., and M. D. Varney, Omaha sales manager for the Winters-Coleman Scale Co.

Chicago was represented by J. W. Radford for the Pope & Eckhardt Co., W. M. Christie for J. H. Dole & Co., E. G. Cool of Mason City, Ia., western representative of Philip H. Schiffelin & Co., and W. W. Sylvester of Ft. Dodge, Ia., for T. E. Wells & Co.

Among Iowa dealers present were D. S. Baird, McGregor; R. L. Blackford, Oskaloosa; W. R. Bloom, Klemme; A. Brackney, R. L. Cox, Marshalltown; J. G. Cornelison, Adel; Chas. Craig, Mitchellville; J. W. Dissinger, Bouton; E. L. Erickson, Story City; E. A. Fields, Sioux City; R. A. Frazier, Nevada; W. R. Grant, Gardner; A. C. Hanson, McCallensburg; J. A. King, Nevada; L. Maack,

Walcott; E. A. Miller, Packwood; O. K. Morrison, South English; Jos. Olsen, Ellsworth; I. L. Patton, Newton; Chas. A. Pfund, Jewell; Henry Pickard, East Pleasant Plain; A. Reynolds, Ellsworth; O. A. Talbott, Keokuk; J. A. Tiedeman, Sioux City; Fred E. Trainer, Ackley; H. Van Dyke, Winfield; P. F. Vorhes, Williams; W. A. Wilkin, Albion.

Seeds

Governor Hughes of New York has vetoed a bill for a law providing for seed inspection.

The Farber Seed Co., of St. Joseph, Mo., has increased its capital stock from \$5,000 to \$10,000.

The M. & M. Seed Co., of Larimore, N. D., has been dissolved, S. F. Mercer having retired. J. H. Magoris will continue the business.

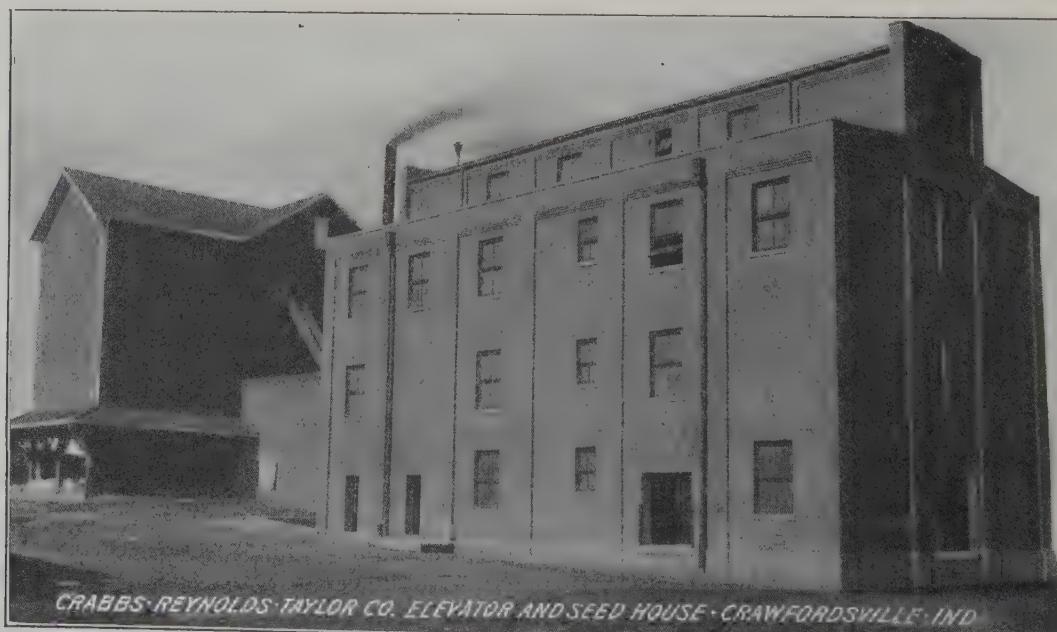
Minneapolis received 159,420 bus. of flaxseed in June and shipped 88,650 bus.; compared with 239,220 bus. received and 28,580 bus. shipped in June, 1909.

To accommodate its growing business in field and garden seeds a 2-story brick building will be erected by the Pittsburg Elevator Co., of Pittsburg, Kan., for offices and seed storage.

The bluegrass crop is deficient; may not have enough seed for local consumption. We draw on Kentucky and may have to buy more than ever this year.—Charles E. Prunty, St. Louis, Mo.

The condition of bluegrass on July 1, is given by the Department of Agriculture as 88 in Ohio; Indiana, 90; Illinois, 86; Michigan, 77; Wisconsin, 68; Minnesota, 64; Iowa, 70; Missouri, 80; Kansas, 86; Kentucky, 57.

The U. S. Department of Agriculture reported the condition of flaxseed on July 1, at 65 per cent; kaffir corn at 82.7; beans (dry), 88.4; beans (lima), 87.7; and peanuts at 87.1 per cent; compared with July 1, 1909, flaxseed, 95.1; kaffir corn, 82.7; beans (dry), 88.4; beans (lima), 87.7, and peanuts 87.1 per cent.



CRABBS REYNOLDS TAYLOR CO. ELEVATOR AND SEED HOUSE CRAWFORDSVILLE IND.

E. D. Roberts is charged with violating the pure food and drug act by selling common field corn as tested seed corn. It is said that Roberts removed several kernels from each ear, thus giving it the appearance of having been tested and sold it to the unsuspecting farmers at the rate of \$2.50 per bushel. Roberts was caught at Red Oak, and taken to Vinton, Ia., for trial.

The area of flaxseed sown in 1910, compared with 1909, together with the total acreage of each state, is shown in the following report of the Department of Agriculture: Wisconsin, 90 per cent, 18,000 acres; Minnesota, 105 per cent, 472,000 acres; Iowa, 100 per cent, 30,000 acres; Missouri, 96 per cent, 24,000 acres; North Dakota, 118 per cent, 1,805,000 acres; South Dakota, 110 per cent, 660,000 acres; Nebraska, 87 per cent, 14,000 acres; Kansas, 100 per cent, 55,000 acres; Oklahoma, 87 per cent, 5,000 acres; Montana, 200 per cent, 20,000 acres.

Most trades in clover seed at Toledo for future delivery are in 200-bag lots. Fifty-bag lots are the minimum. Thousand-bag orders are not uncommon. Seven thousand bags is the largest single trade ever made here. Only expense is the commission, half of one per cent or trifle over three cents per bushel at present. It pays for both buying and selling. Commission on cash when delivered on contracts or shipped in is one per cent. October and more distant futures require prime of the new crop to fill. Margin is \$1.00 per bag kept good.—C. A. King & Co.

Imports of clover seed during the 11 months prior to June 1, amounted to 12,959,504 lbs.; exports, 6,863,336 lbs.; re-exports, 57,200 lbs.; compared with 12,997,454 lbs. imported; 16,091,478 lbs. exported, and re-exports of 55,590 lbs. during the corresponding months of 1908-9. Exports of flaxseed amounted to only 65,192 bus., compared with 882,877 bus. in 1908-09. Timothy seed exported during the 11 months prior to June 1, 1910, amounted to 27,009,599 lbs., while during the corresponding previous period there was only 23,093,465 lbs. exported, as reported by O. P. Austin, chief of the Bureau of Statistics.

Reports to C. A. King & Co. on the clover seed crop of Indiana are mixed, but majority favorable. Acreage generally is large. Hay crop in several sections is late and seed crop may turn out short unless weather is favorable. Timothy hay crop short.

The Galloway Bros.-Bowman Co. has been incorporated at Waterloo, Ia., to grow and deal in seed corn and seed oats. The capital stock is \$300,000; and the incorporators are Wm. Galloway, pres.; J. W. Galloway, vice-pres.; M. F. Bowman, sec'y-treas.

Seth Monroe Pease died at Avon, N. Y., June 27, at the age of 69 years. Mr. Pease had been associated with the seed trade for a great many years, being first employed with Briggs Bros., later with Hiram Sibley & Co., and then with the Cleveland Seed Co.

With everything else booming, the farmer will probably be slow in selling clover seed. Very little old seed in the country or at market centers. Prices paid for spot seed here this week equal to price of March. The trying period is not far off, and any little slip could easily start a bull market. Many in the trade lean to the long side, even though the prospects are for a fair crop, banking on the high price of wheat and other commodities as well as the depleted stocks.—J. F. Zahm & Co.

A Modern Clover Seed Warehouse.

The clover seed business has attained such proportions that many firms are now devoting much of their time to its handling, and others are establishing departments for its special handling. Naturally, as the business grows, better facilities are provided. The seed is handled more thoroly and carefully, all of which has been fully justified by the results attained.

One of the latest and best fireproof plants for cleaning and storing clover seed has recently been completed by the Crabbs, Reynolds Taylor Co. at Crawfordsville, Ind., of which we here present different views.

The plant is fireproof throughout, no wood being used in its construction. The

building is 40x60 feet, 3 stories, basement and cupola, and has storage room for 50,000 bu. The outside walls are of brick laid in cement, and the inside is constructed entirely of reinforced concrete. The windows and doors are provided with wire glass. The building contains 6 electric motors, each machine being operated by a separate motor. Each scale in the building is provided with a type registering beam. Twelve bins are provided for bulk storage of seed, the other storage being in bags. The floors have a carrying capacity of 450 lbs. to the square foot.

The plant is equipped with Monitor and Clipper cleaners, and a new device for separating buckhorn from clover. A large freight elevator and a Wolf Continuous Belt Manlift make all floors as one. The spouting thruout the building is of galvanized steel, and each of the five elevator legs are encased in steel.

While the expense of constructing a seed warehouse of this character is considerably in excess of what its duplicate in wood would cost, still the saving in cost of insurance makes the building a very profitable investment. The firm has been granted an insurance rate of 27 cents per \$100, as against its old rate of \$3.75.

The durability of such a building as well as the ease with which it can be thoroly cleaned and washed out without damage, emphasizes the great advantage of reinforced concrete. Its deterioration is infinitesimal, and the expense of keeping it in good condition is also small.

The building is equipped with fire extinguishers and speaking tubes and lighted by incandescent electric lights.

The agricultural college of North Dakota has issued a bulletin on the milling of durum wheat. The bulletin shows that mixing 15 per cent of durum wheat flour with hard wheat flour improves the quality of the bread and cheapens the cost considerably. A barrel of fife or blue-stem flour at present costs \$5.36, while durum wheat flour costs only \$4.28 to produce. The results of tests show that it costs \$7.48 to grind 100 bbls. of durum wheat and \$7.00 to grind 100 bbls. of fife or blue-stem wheat, but durum wheat is at present 26 cents per bushel cheaper.



Receiving Floor of Crabbs, Reynolds, Taylor Co. at Crawfordsville, Ind.

Grain Trade News

ARKANSAS.

Almyra, Ark.—The 125,000-bu. rice eltr., 45x70x115 ft., to be erected for G. W. Ross and associates will cost \$30,000.

Weiner, Ark.—The Weiner Rice Mfg. Co., incorporated by Alex Berger, W. P. Downing, B. A. Ward and others; capital stock, \$75,000, of which \$41,000 has been subscribed.

Little Rock, Ark.—The state of Arkansas has filed suit against the Iron Mt. R. R. Co., asking a restraining order to prohibit the R. R. company from operating the eltr. and mill recently turned over to it in a compromise with the creditors of the T. H. Bunch Co. The state alleges that the R. R. Co. was chartered to operate a railroad, not an eltr.

CALIFORNIA.

Brighton, Cal.—Carlisle, Keim & Co., a grain firm of San Francisco, has leased the Brighton Mills. C. A. Carlisle, pres. of the company, will have charge of the plant here.

CANADA.

Stavely, Alta.—Claude Terwilliger's eltr. burned July 9.

Eyebrow, Sask.—The Eyebrow Grain & Mfg. Co., Ltd., has been incorporated.

Gretna, Man.—The first eltr. purchased by the Manitoba Eltr. Commission is located at this point. The deal was made July 7.

Sedgewick, Alta.—The Cummings Grain Co. will build an eltr. on the site of the one owned by the Imperial Eltr. Co., which burned last winter.

Vancouver, B. C.—To meet the rapidly increasing demand in Mexico for Canadian wheat, oats and barley, the Alberta Pacific Eltr. Co. of Calgary has invested \$500,000 in four steamers to be operated on the grain route between this port and Mexico.

Montreal, Que.—A shipper of this city advocates free trade in shipping, on the ground that many tramp steamers would be glad to take out grain but are barred by insurance conditions, while shippers lose money because they can not get their grain moved until the scheduled steamers can accommodate them.

Dufresne, Man.—The first eltr. to be built by the Manitoba Eltr. Commission is under construction at this point, as the petition from this place was the first in order. Material was shipped the day following the approval of the site selected by Commissioner MacLennan and the engineer who planned the eltrs.

Port Arthur, Ont.—Walter Scott, premier of Saskatchewan, has urged the Canadian government to take over the terminal eltrs. here and at Fort William, to satisfy the grain exporters of Winnipeg and millers of Ontario and eastern Canada, who allege that grades are tampered with in those eltrs. to the disadvantage of both grain growers and sellers.

Montreal, Que.—Tho large gangs of men have worked at the Harbor Commissioners' Eltr. day and night since the opening of navigation it has been impossible to keep up with the business offered

at this port. Besides the 20 days' free storage allowed by the commissioners the eltrs. of Montreal are preferred because of greater advantages with insurance than are allowed elsewhere, so the big eltr. has been choked with business since the first boat entered this spring. July 11 the Mathews S. S. Co. wired the commission: "Our steamers, Haddington and Edmonton have been at the Commissioners' Eltr. since July 8, waiting turn to unload Ft. William grain, costing us about \$300 per day." The next day six large vessels carrying Ft. William grain were waiting to unload. The Commissioners' Eltr. No. 2, now under construction, can not be finished soon enough to accommodate the large amount of grain being sent in for handling and storage. Its equipment will include two marine legs, and it will have a daily intake capacity from the water of 300,000 bus. Simultaneously it will be able to take grain from 28 cars per hr., giving it a total intake capacity of 972,000 bus. daily. Its delivery capacity will be 60,000 bus. per hour, or 1,200,000 bus. daily.

Winnipeg, Man.—The number of petitions for government ownership or control of eltrs., that daily reach the office of the Manitoba Eltr. Commission has surpassed expectations. Eltrs. could be erected at about 300 points in the province of Manitoba, some of which have eltrs. operated by private companies. The commission sent out a letter to owners of eltrs., July 2, asking whether their houses were in the market and, if so, at what price, also stating that it would be necessary to have petitions signed by 60 per cent of the farmers tributary to that point before the commission could purchase. By return mail the commission received eight replies, with others coming in by every mail, some companies offering to sell their entire lines of eltrs., as they do not hope to compete with the government. Of the first 175 requests for blank forms received by the commissioners, 61 had been returned by July 6, endorsed by farmers asking for the erection or purchase of eltrs., and on that day the commission placed its first order, which amounted to \$150,000, for building material and machinery for 12 eltrs. It will start construction on others as soon as the canvassers now out in the various districts report on suitable sites. Farmers have petitioned for eltrs. at the following points: St. Claude, Cardinal, Dalny, Moorepark, Chillon Siding, Elk-horn, Mowbray, Windygates, Riding Mountain, Sinclair, Dufresne, Durban, Plumas, Silver Plains, Hartney, Foxwarren, Dominion City, Jordan Siding, Swan Lake, Binscarth, Shellmouth, Cordova, Solsgirth, Lenore, Grand View, Hilton, Springhill, Cranmer Siding, McLean Siding, Beaver, Anderson Siding, Christies Siding, Merle Siding, Altamont, Benito, Kenville, Stockton, Elva, Clearwater, Starbuck, Rufford (east of Rapid City), Brunkild, Sandford, Newton Siding, Manson, Stephenfield, McAuley, Pine Creek Siding, Ochre River, Oakville, Bethany, Oak River, Hamiota, Miami, Minota, Bird Tail Siding, Thackeray Siding, Kenton, Ninga, Graysville, Let-ellier.

Tremont, Ill.—The Frank J. Davis Grain Co. has installed a new automatic scale in its eltr.

Urbana, Ill.—A. L. Coan has traded a 486-acre farm near Quincy for the eltr. here of S. W. Love.

Vergennes, Ill.—The Pinckneyville Mfg. Co. has re-opened its eltr. for the season with W. Williams in charge.

Danvers, Ill.—I am not in the grain business at present.—A. Drohan, former agt. Zorn Grain Co., Lilly, Ill.

Lane, Ill.—W. T. Lane has succeeded Emerson Hartsock. Hendricks & Parker have succeeded H. C. Spainhouer.

Mindale sta., Mackinaw p. o., Ill.—The Minier Grain Co. has let the contract for a 12,000-bu. eltr. at this station to cost \$3,650.

Nokomis, Ill.—The eltr. Henry J. Nobbe bot last winter from H. J. Bender, is being overhauled to be occupied by John Pier.

East St. Louis, Ill.—William J. Rea of W. J. Rea & Co., is building an eltr. to be completed in time to handle part of the new crop.

Tamaroa, Ill.—S. R. Haines has engaged in the grain business here. R. H. Nicholson died some time ago.—Anna Lbr. & Grain Co.

Granville, Ill.—A fire that started in the eltr. of Harry Surface, July 9, destroyed that and several other buildings. The town is without protection against fire.

COLORADO.

Milliken, Colo.—The Denver, Laramie & N. W. R. R. Co. will build an eltr. here to handle grain this fall.

Antonito, Colo.—The Conejos Co-op. Roller Mills & Mfg. Co. will build two steel tanks 15 ft. by 36 ft. high.

IDAHO.

Boise, Ida.—The Filer Mill & Eltr. Co. will soon start construction here on a large mill and eltr.

Rexburg, Ida.—Miller Bros. have started construction on their 50,000-bu. eltr. W. A. Solomon has the contract. A Success Safety Manlift will be installed with steel cable transmission.

Deary, Ida.—The North Idaho Grain Co., Ltd., has established five warehouses along the line of the Wash., Idaho & Mont. R. R. at Vassar station (Deary p. o.), Harvard, Princeton, Potlach, Wellesley, and here where it has headquarters. The company formerly operated the warehouse at Deary under the name of the Deary Townsite Co., but the new corporation has absorbed the old partnership and considerably enlarged its business.—F. C. McGowan.

ILLINOIS.

Normal, Ill.—The eltr. of McCracken Bros. is vacant and idle.

Weldon, Ill.—Geo. Susdorf & Son have sold their eltr. to Railsback Bros.

Newman, Ill.—H. C. Watkins is the new agt. for the National Eltr. Co.

Sheridan, Ill.—The Farmers Eltr. Co. has been dissolved and its property disposed of.

Woodland, Ill.—The Farmers Eltr. Co. has increased its capital stock from \$8,000 to \$12,000.

Cairo, Ill.—The Halliday Eltr. Co. has increased its capital stock from \$80,000 to \$100,000.

Tremont, Ill.—The Frank J. Davis Grain Co. has installed a new automatic scale in its eltr.

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Granville, Ill.—A fire that started in the eltr. of Harry Surface, July 9, destroyed that and several other buildings. The town is without protection against fire.

Taylor Ridge, Ill.—The Farmers Eltr. Co. of Taylor Ridge incorporated by George T. Harris, J. C. Hofer and W. E. Parmenter; capital, \$10,000.

Dallas City, Ill.—Black & Loomis have built an eltr. on the Santa Fe and are now ready to handle the new crop.—Wm. Daugherty, Stronghurst, Ill.

Lincoln, Ill.—The Gordon Mill & Grain Co., whose eltrs. here and at Skelton and Burton View were sold at auction last November, has discontinued business.

Harness, Ill.—John Wiemer has bot the two eltrs. here from John Fryer and Gommel Brauer. He took immediate possession and is now handling grain and coal.

Milledgeville, Ill.—A. B. Puterbaugh has taken his son Harry as a partner with a half interest in the eltr. and stock business. The new firm began operations July 12.

St. Joseph, Ill.—A. L. Current, whose eltr. burned June 28, estimates his loss at \$7,000. He carried \$2,000 insurance on the grain and \$3,200 on the building. He will rebuild.

Minonk, Ill.—Since the Minonk Farmers Eltr. & Supply Co. can not make favorable terms to buy one of the eltrs. already here it will build along the right-of-way of the I. C.

Kewanee, Ill.—E. W. Wagner & Co. have succeeded the R. L. McGuire Co., grain and stock brokers. G. A. Leds-worth will be manager and J. A. and R. L. McGuire are retained.

Batavia, Ill.—John Warne, the feed and implement dealer, has started construction of a 2-story addition, 42x48 ft., to his eltr., to furnish additional storage for grain, feed and machinery.

Smithshire, Ill.—W. W. Hickman has remodeled his eltr., increased its handling and storage capacity, and has installed a new eltr. leg; also larger cups.—Wm. Daugherty, Stronghurst, Ill.

Mansfield, Ill.—William Wykle of Marmet has leased the eltr. here of C. M. Dauberman for a year and will also conduct the coal business. Mr. Dauberman will go to Pennsylvania for a visit.

Cairo, Ill.—A public inspector is going to be appointed by the Board of Trade. It has been left to the grain committee to decide. Conrad Johnson, of Burlington, Ia., has been mentioned for the position.

Cairo, Ill.—Frank Howe, who had been in the grain trade all his business life, died July 2. Last year he disposed of his interests in the firm of C. M. Howe & Bro. to H. S. Antrim, who had been with him in business since 1898.

Mt. Carmel, Ill.—Wm. McCoy, aged 30, a carpenter from Chicago, who had been working on the eltr. under construction for the Mt. Carmel Eltr. Co., drowned in the Wabash river, July 17. He had been fishing and fell off a houseboat.

Peoria, Ill.—Peoria received during the month of June 57,000 bus. of wheat, 1,317,011 of corn, 809,050 of oats, 31,900 of rye and 70,400 bus. of barley; compared with 36,000 bus. wheat, 1,018,927 of corn, 654,000 of oats, 32,000 of rye, and 165,000 bus. of barley in June, 1909. Shipments in June included 8,000 bus. wheat, 1,040,105 bus. corn, 1,041,944 of oats, 11,691 of rye and 47,005 bus. barley; against 30,000 bus. wheat, 899,290 bus. corn, 974,834 of oats, 17,000 of rye and 136,000 bus. of barley in June, 1909.—John R. Lofgren, sec'y Peoria Board of Trade.

Strawn, Ill.—The eltr. properties of the Strawn Farmers Eltr. Co., here and at Risk, which were to have been offered at public sale July 9, were not put up; instead home stockholders bot in the shares and will re-organize. They have increased its capital stock from \$12,500 to \$22,500.

Cooper sta., Washington p. o., Ill.—The Farmers Eltr. Co. has increased its capital stock from \$6,000 to \$8,500 and has let the contract for a \$6,000 eltr. to be erected at this station as soon as threshing is over. The company has also bot the old eltr. and one and six-tenths acres of ground. E. T. Marshall, the mgr., also manages the eltr. for the Farmers Eltr. Co. at Deer Creek.

Glasford, Ill.—The machinery was started July 9 at the new eltr. of the Farmers Lbr. & Grain Co. Equipment includes two safety controllable wagon dumps, automatic shipping scales and a 12-h.p. gasoline engine. The engine house, 12x20 ft., is built of concrete blocks. The eltr. stands 30x30 ft. with an extension on the side 5x14 ft. Its 8 bins have a total capacity of 32,000 bus.

Alton, Ill.—The settling of the new 100,000-bu. grain tanks of the Standard-Tilton Milling Co. which caused alarm, has ceased, and the eltr. is now in operation. The floor in the head house is cracked. The company's old eltr. was closed recently to repair one of the large pulley wheels that carries the rope drive. To get the wheel out of the cupola it was necessary to cut a hole in the building at the top. It was shipped by boat to St. Louis.

Wing, Ill.—A fire believed to have been started by sparks from a passing engine, destroyed the eltr. of William Large, July 6. It was empty while being remodeled. Loss, \$5,000, partly insured. The eltr. was formerly owned by W. W. Gray. Afterwards it was owned by Orin Kellogg and was recently purchased by Mr. Large, a farmer. The eltr. of Jody M. Feely of Chatsworth, across the street from that burned, narrowly escaped destruction, but his residence, occupied by a tenant, near his eltr., burned, set afire by burning shingles.

Springfield, Ill.—The Illinois Supreme Court has affirmed the decision of the lower court in the case of the Northwestern Grain Eltr. Co. against R. R. Smiley, a farmer of Warren Co., Ill., for \$3,500 damages on 20,000 bus. of corn the defendant had contracted to deliver to the company, Mar. 1, 1908. On failure to deliver the company began suit, alleging that it had resold the corn and had lost on account of the advanced price. The legal question was on the construction of the contract. Defendant contended that delivery was to be made March 1 if the roads were passable.

Flora, Ill.—Following the dissolution of the firm of Borders & Keith, Mr. Borders has entered into partnership with D. F. Chaney of Rinard and H. C. Chaffin, cashier of the Bank of Flora, to handle grain, seeds, feed, flour, hay, ice and coal here under the firm name of Borders, Chaney & Co. During the six years Borders & Keith were in business they won the confidence of patrons and built up an increasing business that was hampered by lack of capital which the new firm has in addition to the extensive business acquaintance of its members. Mr. Borders will take the active management and Mr. Chaney will move here when he can dispose of some of his interests in Rinard.

CHICAGO NOTES.

The name of the Bartlett-Frazier Co. has been changed to Bartlett, Frazier Co.

J. Herbert Ware of Ware & Leland, has returned from a four months' trip in Europe.

Henry C. Gray, recently an independent broker, and for years with Ware & Leland, has made a connection with King, Farnum & Co.

The A. T. & Santa Fe R. R. Co. will build a one-story brick, steel and concrete grainhouse at Robey St., Ashland Av. and the river.

The first car of new barley in this market was received from Kirkland, Ill., by Requa Bros., July 18. It graded No. 2; 72c was bid for it.

J. C. Shaffer & Co. received the first car of new wheat from Illinois, July 14, shipped from Greenview, tested 61 lbs. and graded No. 1 hard.

A settlement paper is being passed round for W. H. Merritt & Co., offering 15c in cash, 10c in notes and 75c on the dollar in a trustee fund.

Adolph Heller, a member of the Chicago Board of Trade, died recently in Seattle, Wash., following an operation for an abscess on the ear, aged 63.

Nash-Wright Grain Co. incorporated to do a general commission and grain business; capital, \$50,000; incorporators, William Barrett Fitzgerald, Alice M. Barrett and Lister Andrew.

C. W. Hohenadel, for 15 years with Rosenbaum Bros., has accepted a position with the Northwestern Malt & Grain Co. as cash grain salesman on the floor of the Board of Trade.

Frank J. Delaney is conducting a receiving business on his own account with headquarters in the Postal Telegraf bldg. Until recently he worked on a joint account with J. C. Shaffer & Co.

Chicago callers: J. J. Decker, Menno, S. D.; Sam Walter of Dewald & Walter, Freeman, S. D.; S. W. Strong, Pontiac, Ill.; T. A. Bryant, Milwaukee, Wis.; and J. C. Custenborder, Sidney, O.

Willis Counsellman has been sentenced to three months in the county jail for fraud practiced in obtaining a divorce from his insane wife. Technically he was found guilty of contempt of court.

An advance of $\frac{1}{2}$ c to 2c per 100 lbs. on grain and grain products has been made generally by all lines from North and South Dakota to Chicago, Milwaukee, Peoria, Minneapolis, Duluth, Omaha and St. Louis.

The Board of Trade baseball nine, of which James McLean of the corn pit is mgr. and captain, played against the Hibernian Bank team of the Bankers' League July 23, for the benefit of children's charities.

The committee appointed to formulate a rule to cover margins on cash grain transactions completed its work and reported to the directors at their weekly meeting July 19. The directors postponed action on the report until July 26.

The Sawers Grain Co. has been organized with a capital of \$50,000 by Harry F. Todd, Dean L. Moberly and Mrs. Helen A. Sawers, to take over the business of the late A. R. Sawers and do a general grain receiving and commission business. Harry S. Todd is pres. and general mgr.; W. T. McCray of Kentland, Ind., vice pres.; and William Simons, Kentland, Ind., sec'y-treas.

The GRAIN DEALERS JOURNAL.

The Board of Trade has taken up with the Soo and other roads the matter of discrimination against Chicago in rates on grain from points in Minnesota and Wisconsin. From certain points the thru rate to Chicago is $\frac{1}{2}$ to 4c higher than the combination of locals.

John Barrett and others have petitioned the directors of the Board of Trade to abolish the cash grain call. The petition has been referred to a committee. Mr. Barrett states that altho he was one of the promoters of the cash grain call, he now believes it to be a violation of the Sherman anti-trust act.

Choice timothy hay is now selling about as high in this market as at seaboard points, around \$20 to \$22, and other grades in proportion. Receipts of all kinds of hay are light and shippers, who have any surplus on hand to dispose of, should "clear the decks" for the new crop and they will most surely be pleased with returns.—W. R. Mumford & Co.

The reshipping rates on grain from Milwaukee and Manitowoc, Wis., to eastern trunk line territory (points east of and including the western termini, Buffalo, Pittsburg, etc.), which are on the basis to New York of 16c domestic and 13c export, apply via Chicago with transit privileges.—W. M. Hopkins, mgr. transportation Dept., Chicago Board of Trade.

The eltr. of the Northwestern Malt & Grain Co., at 46th Av. and Cortland St., burned yesterday. The watchman discovered the fire in the cupola at 12:30 and with a railway engineer saved several cars of grain on the side track. The house was cribbed, ironclad. The flames spread rapidly but the building burned for hours. It contained considerable barley and some oats. Loss, \$150,000. It is expected that the company will erect an up-to-date eltr. on the site.

Membership in the Board of Trade has been applied for by Ray M. Hitch and Samuel Mincer. Transfer of membership has been applied for by William S. Halliburton, George H. Daggett, Harold T. Mulhall, Charles E. Thayer and Theodore N. Pletsch. The directors recently admitted to membership J. Clarke Dean, Edwin F. Mack, John G. McCarthy, Julius Berlovitz and Winfield S. Brainard. Two memberships sold July 21 at \$2,900 net to the buyer.

Harris A. Wheeler, a member of the Board of Trade, has filed petition in bankruptcy, scheduling his debts at \$166,427.69 and his assets, consisting of clothing and a \$5 ring, at \$105. His petition names 89 people, firms and corporations which he owes, among them these Board of Trade brokers: Alexander McDougall, \$18,650; J. T. McLaughlin Co., \$3,000; A. J. White & Co., \$3,225, and L. T. Dickason, \$2,000. One of his largest creditors is Mrs. M. E. Stanton of Omaha, from whom he borrowed \$28,000.

Hart Taylor and J. Clarke Dean, both members of the Board of Trade, will be admitted to membership in the firm of S. B. Chapin & Co. Aug. 1. The firm will then have eight partners, six in the Chicago and two in the New York office: Simeon B. Chapin, Frederick D. Countiss, Tracy L. Turner, William Ewald, Ira J. Couch, Oliver P. Cook, Hart Taylor and J. Clarke Dean. Mr. Taylor's early experience dates back to the active days of the old firm of John T. Lester & Co. For several years he was mgr. of the stock department of Bartlett, Frazier & Carrington. Mr. Dean has been with S. B. Chapin & Co. for some years.

No definite arrangements have been made to place Central Eltr. A in operation. No doubt the matter of operating the house, and by whom it will be operated, will be definitely decided within the next week or 10 days.—W. T. Park, vice pres. and gen. mgr. Illinois Central R. R. Co.

INDIANA.

Trafalgar, Ind.—L. T. Deer has succeeded Wm. Suckow.

Shoals, Ind.—The Star Mfg. Co. is planning to erect an eltr.

Galveston, Ind.—The Galveston Grain Co. has repaired its eltr. and installed a new boiler.

Plummer, Ind.—The new eltr. has been completed for George W. Topping & Co. Jesse Roach is mgr.

Dayton, Ind.—The Dayton Grain & Lumber Co. has succeeded Frank Menee, who died in February.

Roseburg sta., Marion p. o., Ind.—Machinery has been installed in the new eltr. of John Studabaker & Son.

Elkhart, Ind.—C. E. Paxson will build an eltr. and a feed mill and conduct a grain-purchasing and grain-storing business.

Cyclone, Ind.—I have sold my business at this point to C. W. Lee & Co. and now have my mail sent to Frankfort, Ind.—D. L. Brookie.

Wheatland, Ind.—The Farmers Co-op. Union has let the contract to Fred Friedline & Co. for the construction of an eltr. to cost \$10,000.

Wabash, Ind.—The first wheat marketed here was bot in July 9 by the U. Boxboard & Paper Co. The grain was of fine quality and sold for 90c.—F.

Nulltown sta., Connersville p. o., Ind.—We have about completed our 10,000-bu. grain-handling plant at this station.—Uhl-Snider Mfg. Co., Connersville, Ind.

Ashgrove, Ind.—The eltr. for the Crabbins-Reynolds-Taylor Grain Co., replacing that burned June 15, is being built as rapidly as the men can do the work.—F.

Ft. Wayne, Ind.—The Northeastern Indiana Hay & Grain Producers & Shippers Ass'n held a meeting at the Commercial Club July 12 and will meet again July 26.

Indianapolis, Ind.—Bert A. Boyd got the first new wheat of the season, July 13; No. 2 Red, testing 60 lbs. to the bu., from southern Indiana. It sold at \$1, f. o. b. Peoria rate point, Indianapolis official weights.

Linn Grove, Ind.—Of the three eltrs. we are building here and at Vera Cruz on the B. G. & C. traction line and at Roseburg on the Clover Leaf, all will be ready to handle the new crop.—John Studabaker & Son.

Logansport, Ind.—I have bot the grain interests of G. L. Ulrich at this point and intend to do a general grain buying and shipping business. The house does not amount to much, but has a good location for grain.—Charles W. McCormick, C. W. McC. & Son.

New Ross, Ind.—Newton Wall and Mr. Creasy near Max have bot the eltr. formerly operated under the name of the New Ross Grain Co., from its owners, Martin & Woods of Lebanon, for \$6,500. Last spring H. T. Woods bot a half-interest in the New Ross Grain Co. and took charge of the eltr. early in May. W. P. Peterson will take charge for the new owners.

Colfax, Ind.—The Colfax Grain Co. is having a 20,000-bu. eltr. built here by the Reliance Construction Co. Frank Powers, a banker, and Burr Bailey, a farmer, are the organizers. J. P. Holloway is pres.; N. J. Bailey, vice pres.; Burr Bailey, sec'y; T. C. Holloway, treas.; these with five others constitute the directorate. The company will employ an experienced grain man as mgr.

Indianapolis, Ind.—The greatest joker of the grain trade is out with a new one. In an effort to convince his friends in the trade that he is more than 25 years old. Bert A. Boyd has issued a silver announcement bearing a picture of himself taken in 1885, when he entered the employ of Fred P. Rush, and another taken this year just after a satisfying bath in the muddy Ohio. Bert does not say so, but the sketch is in reality an expurgated edition. To prove that he is really in earnest he also includes the portraits of his corps of competent employees.

East Chicago, Ind.—The police have discovered a gang of women grain thieves at this place, whose depredations have cost the Elgin, Joliet & Eastern R. R. Co. a small fortune in wrecked rolling stock. Four of the women have been arrested and as the identity of the others is known to the police, they will soon be in custody. The women operated only on empty cars, and drew off the waste grain lodged between the outside of the car and the inner wall which extends part way up, leaving an opening of several inches. Judge Rieland fined each of those arrested \$13.

Indianapolis, Ind.—The newly elected officers and governors of the Board of Trade held their first regular meeting, July 11. W. H. Howard, the retiring sec'y, was unanimously re-elected, having no opposition. A dividend of 1% on all outstanding common stock was declared and the amount passed to the mortuary (life insurance) fund; and \$4,000 of the preferred stock was ordered retired. The special nominating committee and all the standing committees were appointed for the ensuing year and addresses were made by Pres. Jones, Vice Pres. Evans and the three new members of the governing committee. The Board's affairs were reported in good condition with prospects never more satisfactory.

IOWA.

Altoona, Ia.—R. W. Taylor is a scoop-shoveler here.

Grundy Center, Ia.—E. A. Bowles is building a coal shed 16x62 ft.

Mitchellville, Ia.—We have remodeled our eltr. at this place.—Barrett Bros.

Jolley, Ia.—Wilford Riley has bot the line eltr. and will operate it himself.

Cedar Falls, Ia.—We are getting out of the grain business.—W. A. Bryant & Sons.

Nevada, Ia.—We have installed electric power in our eltr.—Dunkelbarger & King.

George, Ia.—The Farmers Eltr. Co. will equip its eltr. with a Hall Special Eltr. Leg.

Sunbury, Ia.—The Sunbury Grain Co., a farmers' company, incorporated; capital, \$14,000.

Hampton, Ia.—A. A. Moore of Moore Bros., is in Denver, Colo., visiting his relatives there.

Rock Valley, Ia.—Jacob Kool has succeeded George Hilmer as mgr. for the Farmers Eltr. Co.

Raymond, Ia.—We have succeeded O'Connor Bros. at this station.—P. J. O'Connor & Son.

Bode, Ia.—The Farmers Eltr. Co. has torn down its old eltr. to make room for a larger house up-to-date.

Washburn, Ia.—R. F. O'Connor has bot the plant here of O'Connor Bros.—P. J. O'Connor, Raymond, Ia.

Hartley, Ia.—The Farmers Eltr. Co. has taken over the eltr. of C. H. Betts, which it recently purchased.

Nobleton sta., Prairie City p. o., Ia.—We are building a 7,000-bu. eltr. here on the C. R. I. & P.—Barrett Bros.

Gladbrook, Ia.—We have installed a new 15-h.p. International Gasoline Engine in our eltr.—Dressen Rehder.

Holland, Ia.—We have installed a new loading spout and hopper scale in our eltr.—P. Knepp, mgr. Farmers Eltr. Co.

Spirit Lake, Ia.—Construction has been started on the 25,000-bu. eltr., 24x27 ft., for B. B. Anderson, to be finished by Aug. 1.

St. Ansgar, Ia.—Sam Whiteman has succeeded G. C. Mather, resigned, as buyer for the Farmers Eltr. Co.—H. D. Mundt, Toeterville, Ia.

Odebolt, Ia.—A. C. Petersmeyer is having a Success Manlift installed by the Hastings Foundry & Iron Works, in his eltr. built by G. H. Birchard.

Stacyville, Ia.—Mr. Pitzen, a local man, has succeeded Ed. Seaton as buyer for the farmers' eltr. He resigned to farm in South Dakota.—H. D. Mundt, Toeterville, Ia.

Fonda, Ia.—L. E. Baughman of this place has bot the 30,000-bu. eltr. here of the Western Eltr. Co. and will handle coal and tile in connection with his grain business.—F.

Garner, Ia.—G. C. Mather, formerly with the Farmers Eltr. Co. at St. Ansgar, has come here to manage the Farmers Eltr. Co. at this station.—H. D. Mundt, Toeterville, Ia.

Iowa Falls, Ia.—S. E. Huber has retired from the grain business at this point. Harp & Roberts have leased the eltr. for the coming year and Mr. Geo. Debe will be in charge.

Roberts sta., Ft. Dodge p. o., Ia.—The Ft. D., Des M. & Southern is building an eltr. at this station to be operated by electricity. When completed it will be leased to the Farmers Grain Co.

Mt. Pleasant, Ia.—The Hayes & Hemmings Grain Co. incorporated to take over the eltrs. of Hayes & Hemmings here and at New London, Mt. Union and Yarmouth, Ia.; capital stock, \$50,000.

Industry, Ia.—Farmers in this vicinity have subscribed \$23,000 to start a co-operative grain and coal company to begin the erection of an eltr. at once; Albert Rossow, pres.; C. S. Knudson, sec'y.

Cedar Rapids, Ia.—On June 8 the Quaker Oats Co. unloaded here Sou. Pac. car No. 20635 which contained 3,185 bus. of oats. We consider this the record for a big car of oats.—Wells-Hord Grain Co.

Solomon sta., Imogene p. o., Ia.—The eltr. of the Solomon Grain Co. was struck by lightning in the afternoon of July 9 and caught fire in several places but Frank Retteldorf, the mgr., had sufficient assistance to extinguish the flames before they got under headway. The lightning tore up the roof in several places, destroyed a bin, knocked the doors off and broke windows; damage, \$125.

Bancroft, Ia.—The Farmers Eltr. Co. has taken over the eltr. of Sudmeier & Winkle and is operating it. J. A. Winkle will manage the business for a time and the company has employed B. D. Owen temporarily.

Davenport, Ia.—The local plant of the Corn Products Refining Co., that had been closed for more than two months while making alterations and improvements, was ordered to resume operations, July 20, to its full capacity day and night, 15,000 bus. every 24 hrs.

Burlington, Ia.—The Burlington Eltr., which had been leased by the Armour Grain Co. for the last three years, has been closed since May 1. No elevation allowance and scarcity of grain are likely the reasons for closing; however, if the new crop proves good, the eltr. will probably be re-opened.—B. J. Tobin, former supt.

Burlington, Ia.—Not enough grain is brot into Burlington to supply the local demand. Where we used to get 150 loads per day in season we now get about 15. Formerly farmers came in with grain for a radius of 20 miles, but railroad rates are about the same at other stations as here, so farmers have access to nearer market points.—N. B. Derby, The Derby Mills Co.

Iowa Falls, Ia.—J. S. Smith, who has been in the grain business at this point for over 50 years and is 78 yrs. of age, has been confined to his bed for the past four weeks. While out riding one afternoon, his horse was frightened by a passing train and he was thrown out of the buggy, receiving several injuries. He was formerly pres. of the Iowa Grain Dealers Ass'n.

KANSAS.

Cedar Bluffs, Kan.—S. C. Houghton is installing a Success Manlift.

Meade, Kan.—The 25,000-bu. eltr. of H. H. Butler is nearing completion.

Sylvia, Kan.—I have succeeded Claude Carey as mgr. for the Sylvia Mfg. Co.—R. O. Yates.

Glasco, Kan.—M. L. Marshall has succeeded J. C. Dopp, resigned, as mgr. for the Glasco Grain Co.

Topeka, Kan.—Forbes Bros. will rebuild their eltr. which burned last spring; estimated cost, \$4,000.

Richter sta., Ottawa p. o., Kan.—W. S. Williams and C. S. Wilson have started an eltr. for the season.

Frederick, Kan.—G. L. McClelland has succeeded me as agt. for the Ellsworth M. & Eltr. Co.—W. J. Straley.

Grainfield, Kan.—We are having a 20,000-bu. eltr. built on the U. P., by the P. H. Pelkey Const. Co.—Western Star Mill Co.

Bentley, Kan.—We received our first new wheat July 15, soft with good berry but slightly damp, tested 60 lbs. to bu.—J. A. Armour.

Norton, Kan.—Bert Page has moved here from Clayton to take charge of the eltr. of W. H. Marsh, that has been closed for some time.

Topeka, Kan.—F. H. Bennett of the Bennett Commission Co., one of the old grain men of Kansas, died at his home in this city July 12. For years he had been a great sufferer with kidney trouble and his recovery was given up four years ago. The business will be continued as before by his son, A. H. Bennett.

Hutchinson, Kan.—C. G. Smith, state grain inspector here, has resigned.

Coats, Kan.—I. N. Shriver, former pres. of the Farmers Eltr. Co., has had his 30,000-bu. eltr. completed, up-to-date in every respect. Building is iron clad and has an iron roof. Equipment includes a cleaner and a manlift.—S.

Valley Center, Kan.—The eltr. of W. J. Straley, that burned on the night of July 4, is supposed to have been fired by a sky rocket falling on the roof. Loss about \$3,000; insurance, \$2,500. The building was empty as Mr. Straley, who had bot the business of Samuel Garver, was getting it ready to operate it himself. He had recently resigned his position at Frederick to buy here. Mr. Straley writes that the office and scales were saved; otherwise the loss is total.

WICHITA LETTER.

E. R. & D. C. Kolp have closed their office for a short time.

M. E. Warren has taken a position with the Amerine Com. Co.

The B. Strong Grain & Coal Co. of Conway Springs has purchased the Wichita office and fixtures of the Union Grain & Com. Co. in the Sedgwick Blk. and the Board of Trade membership of its mgr., R. R. Sherar, who has quit the grain business after several years' connection therewith to deal in groceries, having purchased a store in the city. S. J. Kramer of St. Joseph, Mo., will have charge of the Wichita office of the Strong Co.

A meeting of grain and railroad men was held recently in the office of the A. R. Clark Grain Co. to discuss weighing cars of grain and to obtain a basis of weights. Members of the weight committee of the Board of Trade were present and freight agents of the five railroads entering Wichita attended as members of the R. R. committee. The two committees, the weight committee of the Board of Trade and the railroad weight committee, are trying to perfect a plan whereby they can work in conjunction. Board of Trade weights of cars of grain are now accepted as correct by the railroads. A member of the railroad committee is the local representative of the Western Ry. Weighing Ass'n and acts as chairman of the R. R. weight committee. With the special scalemen employed by the Board of Trade he inspects scales at eltrs. and mills. A joint weight-inspecting committee is an innovation for Wichita.

KENTUCKY.

Lexington, Ky.—Fire, started by sparks from a passing train, destroyed the warehouse of Logan Bros. & Haggin recently, with several thousand bushels of grain; loss, \$20,000.

LOUISIANA.

New Orleans, La.—Thos. J. Clark has been elected to membership in the Board of Trade.—H. S. Herring, sec'y-treas.

New Orleans, La.—Receipts of grain during the month of June included 10,000 bus. of wheat, 1,215,000 of corn, and 92,000 bus. of oats, compared with 5,000 bus. wheat, 231,000 of corn and 79,200 bus. oats received in June, 1909. Shipments in June included 10,014 bus. wheat, 440,200 bus. corn and 2,418 bus. of oats compared with 1,002 bus. wheat, 59,112 of corn and 1,177 bus. of oats shipped in June of last year.—H. S. Herring, sec'y-treas. N. O. Board of Trade.

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MARYLAND.

Baltimore, Md.—Luther Jackson of Robinson & Jackson, recently elected to the directorate of the Chamber of Commerce, has declined to serve on account of pressure of business.

Baltimore, Md.—Charles W. Baer, long connected with the grain trade of this city, died July 6, aged 70. He was born in Alexandria, Va., and educated in private schools in Baltimore. Soon after reaching his majority he entered the flour commission business with his brother, George H. Baer, former pres. of the Western Md. R. R. Co., under the firm name of Baer & Bro. With the building of the large grain eltrs. at Locust Point and Canton the firm gave up its flour warehouses, confined its business to handling eltr. grain and became an important factor in building up the grain trade of this city. Mr. Baer retired from active commercial life in 1887 but afterwards became prominent in banking and trust companies. He never ceased his activities in church and charitable work. His widow survives him.

MICHIGAN.

Midland, Mich.—Charles Wolohan of Birch Run has bot the eltr. here of Roeller Bros.

Adrian, Mich.—Cutler, Dickerson & Co. will install a Hall Signaling Grain Distributor in their eltr.

Applegate, Mich.—The recently incorporated Farmers Hay & Grain Co. is preparing to build an eltr.

Lansing, Mich.—Christian Breisch & Co. are preparing to install a new bean cleaning machine in their eltr.

Kingston, Mich.—The Kingston Grain Co. is preparing to raise its eltr. and replace the post foundation with concrete.

Cass City, Mich.—Ninety farmers in this vicinity have subscribed \$6,000 towards \$10,000 with which to buy or build an eltr.

Detroit, Mich.—H. M. Hobart has succeeded Parsons & Hobart, one of the oldest grain firms on 'change, which has been dissolved.

Climax, Mich.—Morris Kent & Co., of Kalamazoo are building a 20,000-bu. eltr. at this station, to be completed in time for the fall crops.

Pavilion, Mich.—White Bros. of Scotts have bot the eltr. here of D. E. Chipman, who will move his family to Idaho next month, where he has property.

Mendon, Mich.—Morris Kent & Co., of Kalamazoo have bot the two eltrs. here of Frederick E. Kelsey, who succeeded George H. Crawford. Their combined capacity is about 25,000 bus.

Beaverton, Mich.—The cement warehouse, 90x26 ft., that we are building on the P. M. right of way, in connection with our eltr., will have a cement cellar for produce storage.—Beaverton Eltr. Co.

Detroit, Mich.—Receipts of grain during June included 196,761 bus. wheat, 179,796 of corn, 190,339 of oats, 11,181 of barley and 21,583 bus. rye; compared with 139,507 bus. wheat, 137,727 of corn, 166,816 of oats, 5,639 of barley and 18,536 bus. of rye in June, 1909. Shipments included 6,098 bus. of wheat, 87,796 of corn, 1,817 bus. oats and no barley or rye; compared with 1,094 bus. wheat, 56,731 of corn, 49,402 of oats, 680 of barley and 1,476 bus. rye during June, 1909.—F. W. Waring, sec'y Board of Trade.

Kalamazoo, Mich.—Morris Kent & Co. will build a 40,000-bu. receiving and exchange eltr. in the rear of their present house, up-to-date equipment thruout. Material will probably be reinforced concrete. This is the culmination of a series of deals during the last several months, whereby the firm has obtained two eltrs. at Mendon, one each at Wasepi, Pine Grove, Gobles, Kendall, and Alamo, making a line of nine eltrs., including the one under construction at Climax, Mich., and necessitating greater grain-handling facilities at this point.

MINNESOTA.

Halma, Minn.—J. M. Schie is local agt. for the Homestead Eltr. Co.

Tyler, Minn.—I am local agt. for the Atlas Eltr. Co.—Lars Reinholdt.

Lowry, Minn.—The Atlantic Eltr. Co. will have an eltr. built on the N. P.

Chandler, Minn.—Farmers in this vicinity are organizing an eltr. company.

Eden Valley, Minn.—George Riebe is the new grain buyer for the Atlantic Eltr. Co.

Lynd, Minn.—The Farmers Eltr. Co. will start construction at once on its new building.

Morris, Minn.—The Acme Grain Co. will not rebuild its eltr. that burned here.—S. Stewart.

Alden, Minn.—G. A. Swan of Minneapolis has purchased the eltr. here of the Cargill Eltr. Co.

Moorhead, Minn.—The Baldwin Eltr. Co. is moving its main office to this point.—C. I. Gross, supt.

Hawley, Minn.—The Hawley Farmers Eltr. Co. will remodel its eltr. and install an automatic scale.

Zions, Minn.—The International Eltr. Co. has taken down its eltr. to make room for its new house.

Evansville, Minn.—Lang, Atwood & White are remodeling the mill, recently purchased, into a grain house.

Ellsworth, Minn.—F. M. Saddler is buying for John P. Coffey this season.—Fred Bridge, agt. E. A. Brown.

Renville, Minn.—William Hoffman, whose eltr. burned last winter, is building an up-to-date, 30,000-bu. house.

Dawson, Minn.—The recently organized Equity Co-op. Eltr. Co. has bot the eltr. of the Gt. Western Eltr. Co. for \$7,000.

Owatonna, Minn.—The Farmers Eltr. Co. is considering rebuilding its eltr. burned June 30. C. P. Sahler is pres.; John Hartle, sec'y.

Elmore, Minn.—At a meeting held recently in the office of A. K. Anderson, farmers decided to build an eltr. They will elect directors soon.

Bird Island, Minn.—Mr. Ross, John Knuteson and Henry Tinnes have taken possession of the eltr. they purchased from the estate of Ed Reinhardt.

Iona, Minn.—Farmers in this vicinity have organized and have subscribed \$3,100 towards buying or building an eltr. T. F. Riemen is one of the leaders.

Worthington, Minn.—The Farmers Eltr. Co. took possession July 15 of the eltr. it recently purchased from C. L. Maxwell and placed T. C. Ager in charge.

Wirock, Minn.—H. Weirauch has been re-elected mgr. for the Wirock Farmers Co-op. Eltr. Ass'n. The company has bot a cleaner and arranged to repair its house.

Medford, Minn.—McLaughlin & Halloran of Austin, Minn., will take over the eltr. Aug. 1, which they bot at this point from the Diamond Mfg. Co.—H. D. Adams.

Mankato, Minn.—The Milwaukee R. R. Co. owns the eltr. long operated by the Cargill Eltr. Co., which has given up its lease, and the question has arisen of its disposal.

Raymond, Minn.—The recently organized Raymond Farmers Eltr. Co. has been incorporated by H. J. Stoll, J. B. Bosch, H. W. Schmidtke and others; capital stock, \$20,000.

Gaylord, Minn.—Work on the new eltr. for the Pacific Eltr. Co., which had to be suspended for lack of material, was resumed on the arrival of two car loads of lumber, and will be pushed to completion.

Elbow Lake, Minn.—Otto E. Ostby, who has been operating the eltr. of the Mnpls. & Northern Eltr. Co., has bot the house and will engage in the grain business for himself. He has a valuable acquaintance here.

Walnut Grove, Minn.—Farmers have organized a company and have bot the business of G. W. Van Dusen & Co.; 20,000-bu. eltr. and two coal sheds with a capacity of 20 car loads, both eltr. and sheds centrally located.

Darfur, Minn.—The Farmers Eltr. Co. incorporated by Theo. Englin of this place, Charles W. Stark of Mountain Lake, W. H. Haseman of Butterfield, N. J. Nelson of St. James, Minn., and others; capital stock, \$25,000.

Stewart, Minn.—My successor at this point as agt. for the Monarch Eltr. Co. is A. J. Schmidt, former agt. for the St. Anthony & Dak. Eltr. Co. at Knox, N. D. I do not represent the Sleepy Eye Mfg. Co.—B. F. Bertrand, Sleepy Eye, Minn.

Euclid, Minn.—The eltr. of the Mnpls. & Northern Eltr. Co. has been closed for the season. It is understood that when reopened it will likely not be operated by the company. R. H. Balfour, the local agt. for the last six years, has not yet decided where he will locate.

Arco, Minn.—Ed Ostrander will succeed me as mgr. for the Sleepy Eye Mfg. Co. I resigned and have taken a similar position with the Atlas Eltr. Co. at Tyler, Minn. P. K. Jensen, former agt. for Jennison Bros. at Arco, is now mgr. for the Farmers Eltr. Co. here.—Lars Reinholdt.

Kenneth, Minn.—The Kenneth Farmers Eltr. Co. lost nearly \$600 on last season's business. M. Conway, former buyer for E. A. Brown at Luverne, Minn., has succeeded J. Englebretson as mgr. for the Farmers Eltr. Co. here; wages, \$75 per month.—W. V. Willey, agt. Greig & Zeeman.

Brownsdale, Minn.—The eltrs. of the Hunting Eltr. Co. and the LaCrosse Grain Co., that burned June 30, are believed to have been set afire by tramps that invaded the village the previous day and were so annoying they were ordered out in the evening. They vowed vengeance as they went. About one o'clock the next morning a fire was discovered in the stock sheds of the C. M. & St. P. R. R., near the corner of the Hunting Eltr. The village water works did not contain about 1,000 bus. of oats, 72 bus. of barley, 8,000 lbs. of timothy seed and 4 tons of coal; that of the LaCrosse

Grain Co., some wheat and a small quantity of wool. The loss, including the stock sheds, reaches \$15,000, insured.

MINNEAPOLIS LETTER.

H. C. Wyman, Julius H. Barnes and Theodore E. Cunningham have been admitted to membership in the Minneapolis Chamber of Commerce.—John G. McHugh, sec'y.

On account of poor health W. J. Hartzell has resigned his position with the Van Dusen-Harrington Co. and has gone to live in Oregon. He had been with the company 22 years and had much to do with its crop reporting.

On petition of George C. Beckwith, a stockholder, Judge H. D. Dickinson of the Minneapolis Trust Co. has been appointed receiver for the Consumers Maltting Co., which owes \$121,712. The petition asks that the company's plant, valued at \$90,000 to \$100,000, shall be sold to satisfy creditors.

The first car of new barley was received in Minneapolis July 16, by Getchell, Tanton Co.; shipped by C. D. Orr of Northfield, Minn., who holds the record for getting the first car of barley into this market for the last seven years; and sold to the Cargill Com. Co. for 64¢ per bu.; quality fair but a trifle thin.

Charles P. Dougan has opened a grain and millfeed business with office in the Chamber of Commerce Bldg. He is well known to the feed trade. He formerly was Minneapolis mgr. for Chapin & Co., but had to give up that position on account of poor health. Within the last two years he has been local mgr. for C. C. Ladd.

At a regular meeting of the governing board it was decided to discontinue the Tri-State Grain Dealers Ass'n. The support of the Ass'n falling on a few of the Board deemed it wise to close its affairs. I wish to thank the members for loyalty shown the Ass'n the past year and hope to continue to merit their good will.—W. L. Beaton, sec'y.

Otto A. Zimmerman, who has started in business for himself, making a specialty of barley as he has for the last ten years, severed his connections with Randall Gee & Mitchell July 1. He left his old firm with best wishes, as it closed up that department and now turns whatever business it gets of that kind over to him. Mr. Zimmerman does not solicit country consignments but buys and ships grain on commission.

Charles E. Anderson, for several years a member of the firm of Watson & Co., and H. A. Wernli of the Cargill Com. Co., both members of the Chamber of Commerce, have organized a new firm to do a general brokerage and commission business, beginning Aug. 1, under the firm name of the Wernli-Anderson Co. Their Chicago business will be placed thru local representatives of Chicago houses.

Receipts of grain during June included 5,194,450 bus. wheat, 689,310 of corn, 881,770 of oats, 1,203,700 of barley and 65,180 bus. of rye; compared with 4,276,980 bus. wheat, 722,190 bus. corn, 819,500 of oats, 1,201,600 of barley and 88,170 bus. of rye received in June, 1909. Shipments in June included 1,884,160 bus. of wheat, 729,250 of corn, 983,240 of oats, 1,351,170 of barley and 85,040 bus. of rye against 2,316,500 bus. wheat, 519,700 of corn, 866,910 of oats, 972,400 bus. barley and 32,540 bus. of rye shipped during the previous June.—John G. McHugh, sec'y Mnpls. Chamber of Commerce.

The Minneapolis Chamber of Commerce, thru the Mnpls. Traffic Ass'n, took part in the recent conference at St. Paul with the R. R. commissioners of Minnesota, North Dakota, South Dakota and Iowa, to consider proposed advances of rates on grain from North and South Dakota to Minneapolis, Duluth, Chicago and Omaha. From almost all stations in these two states, advances of $\frac{1}{2}\%$ to 3¢ per 100 lbs., effective Aug. 15, are proposed by the railroads. The Chamber of Commerce opposed these advances on the ground that they worked to discriminate against Minneapolis in favor of Chicago and other cities.

MISSOURI.

Hamburg, Mo.—H. J. Seib is enlarging his eltr. and installing a gasoline engine.

Carthage, Mo.—The McDaniel Milling Co. will add to its mill here a 30,000-bu. corn and wheat eltr. and a three-story corn meal plant.

O'Fallon, Mo.—The flour mill and eltr. of Woods & Dunlap burned July 8, with a loss of nearly \$50,000, partly covered by insurance. It is believed to have been caused by a spark from a passing locomotive.

Foley, Mo.—Hemmersmeyer & Pieper, of Old Monroe, have bot conditionally the eltr. of N. Mildenstein and will handle it this season. Mr. Mildenstein, who has been in the grain business here for 25 years will go to Waukesha, Wis., about Aug. 1, for his health.

Hannibal, Mo.—There is absolutely no truth in the report that the Missouri Railroad Commission contemplates increasing the freight rate on wheat and corn in Missouri. It has prepared a schedule materially reducing the rates on both.—John A. Knott, Railroad Commissioner.

St. Joseph, Mo.—The Hynes Grain Co. of Omaha has closed a deal with Louis F. Swift, the packer, of Chicago, for the erection here of a 200,000 bu. terminal eltr. which it will lease for two years with privilege of renewal. The structure, upon which bids have been called for, will cost about \$125,000 and will be built of steel and concrete with tank-shaped storage bins of 50,000 bus. each. Power will be electrical. It is thot that the erection of this eltr. will bring business here that has gone to Kansas City and St. Louis right thru St. Joseph railway yards for years and will establish St. Joseph upon the grain trade map.

KANSAS CITY LETTER.

Nebraska wheat coming in is light and bleached. Oklahoma wheat is good.—Moss Grain Co.

Wheat is arriving in good quantities; quality never better.—E. O. Bragg of Difffenbaugh & Bragg.

The business outlook is the finest in five years. Grain is of the finest quality ever received.—Roohen-Cary Gr. Co.

The United States Stock Food Co., incorporated, capital stock, \$15,000; incorporators, James A. Haskell, C. H. Forsee, W. F. Tuttle.

Donald Moffatt, son of E. O. Moffatt, has bot the membership of W. S. Simonson and will represent the Moffatt Commission Co. on the trading floor.

Kansas City is receiving most of its wheat from Oklahoma. Exceptionally nice dark Turkey and yellow berry wheat is coming from Central and Northern Kansas. There will be a lot of Nebraska wheat but it will be light.—Snodgrass & Co.

Wheat receipts from Oklahoma will soon fall off, but Kansas wheat of fine quality is coming in and will make up for it.—Thresher, Fuller Grain Co.

The first car of new Kansas hard winter wheat was received July 9, by the Root Grain Co. from St. John, Stafford county. It graded No. 2, tested 62 lbs. and sold at \$1.09.

The capital stock of the newly incorporated Perry C. Smith Grain Co. is \$100,000 fully paid, not \$4,000 as erroneously reported. The new company is the successor of J. Sidney Smith & Son.

Members of the Board of Trade elected during the month of June were: Wm. B. Lathrop and Chas. Zabriskie on transfer from John R. Tomlin and N. P. Simonds.—E. D. Bigelow, sec'y Board of Trade.

Kansas City is getting Oklahoma business which it has not had since 1904. This has been caused by the crop damage in the Northwest, which has brot our prices above the export basis giving an outlet to northern and eastern millers.—Moore-Lawless Grain Co.

The Board of Trade has, for the fourth time in the last few years, increased the estimated size of grain car-loads, to be effective July 1. The capacity of a car of wheat has been raised from 1,100 bus. to 1,200; corn from 1,150 to 1,200; oats from 1,500 to 1,700; barley, from 1,100 bus. to 1,400 bus.

Owners of the property on Baltimore avenue between Twelfth and Thirteenth streets have been negotiating with officials of the Board of Trade with the view of inducing that organization to transfer its quarters into a new 18-story office building which is planned to be erected upon that site. The lease of the Board of Trade upon its present quarters will expire within a year and this is one of several propositions which the building committee has been considering, but no definite steps have yet been taken.

Kansas City grain receipts during June were: Wheat, 1,265,000 bus.; corn, 1,416,800 bus.; oats, 192,000 bus.; rye, 1,000 bus.; barley, 9,900 bus.; compared with receipts during June, 1909: Wheat, 408,100 bus.; corn, 906,200 bus.; oats, 441,000 bus.; rye, 2,200 bus.; barley, 7,700 bus. Shipments during June were: Wheat, 999,900 bus.; corn, 1,792,850 bus.; oats, 292,500 bus.; rye, 1,100 bus.; barley, 5,500 bus.; compared with shipments during June, 1909: Wheat, 302,500 bus.; corn, 800,400 bus.; oats, 358,500 bus.; rye, none; barley, 15,400 bus.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

We expect to do a nice business when the new crop of oats comes in and think they will go lower.—Powell & O'Rourke.

The first arrival of new soft winter wheat came by boat July 6. It was of fine quality and was in excellent condition.

S. P. Jordan, who was formerly with the P. P. Williams Grain Co. has engaged in business under the name of S. P. Jordan & Co. with offices in the Chamber of Commerce bldg.

G. W. Wachter is now in charge of the St. Louis office of C. B. Munday & Co., the former manager, John K. Segrave, being located at the Litchfield office of the company.

The hay business is quiet with receipts light but there is a good demand for all grades especially old and prairie hay. I think we will probably have higher prices.—F. M. McClelland.

The GRAIN DEALERS JOURNAL.

Interest has been revived in the matter of tickers giving St. Louis continuous quotations and a sufficient number have been interested to assure the success of the plan.—Bert Ball.

The bill introduced by the Merchants Exchange for reduction of the minimum weighing charge of 20 cents per wagon load has passed the House of Delegates. The charge for weighing the grain contained in a large car runs up close to \$2, which is considered excessive.

The Milliken-Helm Commission Co. has made arrangements for the use of Logan & Bryan's wires to Chicago and New York City. The office has been remodeled and a large blackboard has been erected. Ample space has been provided for customers and the offices partitioned off.

About 150 members of the St. Louis Grain Club held their annual outing July 9, in the form of an old-fashioned barbecue given at Bert Lang's country home. Aderton Samuel was the star of the baseball game, making a wonderful left-handed catch. Umpire E. L. Daley promptly awarded Mr. Samuel's team eight runs and the game broke up in the row which followed this decision. Chas. Fresch sprained his knee in one of the races and upon retiring to the rifle range had a defective gun explode in his hand. The next rifle threw a cartridge in his eye and he was turned over to the doctor. Arthur Brockman won the fat men's race, Geo. Powell the thin men's race and Carl and Harry Langenberg the three-legged race. W. H. Danforth was official starter and Bert Ball made book. Ten sheep and a hog were roasted. Buttermilk was the only beverage served—publicly. On the way home F. D. Gill and Ed. Scharff were detained by the village constable for speeding.

Members of the Merchants Exchange will vote July 28 on an amendment to its rules adding to Sec. 6 of Rule VIII the following: Whenever any property is sold to be delivered to a specified railroad track, elevator, mill, warehouse, or other industry, the buyer shall not be liable for the payment for said property until it reaches such specified track, or the track on which such specified elevator, mill, warehouse, or other industry is located. The liability of the seller shall cease with the delivery as herein described, except when the property is billed in the seller's name, in which case the seller's liability shall continue until he passes title to the property to the buyer. It shall be the duty of the seller who orders property to an elevator, mill, warehouse, or other industry in his own name, to give notice in writing to the manager of said elevator, mill, warehouse, or other industry before said grain has been unloaded, stating the name of the buyer of the grain. Whenever any property is sold on track for shipment beyond St. Louis or East St. Louis, whether switching and transfer charges are assumed by the buyer or seller, the buyer's liability for payment shall not commence until the property reaches the outbound railroad, nor shall the buyer be required to pay any portion of the purchase price until such delivery is made, unless by special agreement. The seller shall, however, have the right to demand from the buyer, payment of 95 per cent of the value of the property upon the delivery of said property to the outbound railroad and surrender of the proper documents, passing title to said property to the buyer. Whenever any property is sold to be switched or delivered to a specified railroad track, elevator,

mill, warehouse, or other industry, or for shipment beyond St. Louis or East St. Louis, and after such sale has been made, it shall develop that the railroad, elevator, mill, warehouse, or other industry designated by the buyer is unable to accept or handle the property tendered, it shall be the duty of the buyer upon the demand of the seller to designate the name of a railroad, elevator, mill, warehouse, or other industry, which will accept and handle such property, and upon failure of the buyer to comply with such demand within 48 hours after demand has been made by the seller, the seller shall have the right to sell out for account of the buyer all property so involved, and any loss which may accrue from such resale, or from diversion of the property, shall be payable by the original purchaser of the property.

MONTANA.

Stanford, Mont.—I am now managing the Montana Central house of the Cargill Commission Co.—H. S. Huderson.

The Ewart Grain Co. of Lincoln, Neb. contemplates erecting several eltrs. in Montana, where Mr. Ewart has extensive lumber interests.

Moccasin, Mont.—Farmers in this vicinity have decided to incorporate a farmers' eltr. company and are planning immediate erection of their plant.

Poplar, Mont.—The Montana & Dakota Eltr. Co. has begun the erection of a 30,000-bu. eltr. located on the Gt. Northern tracks at this place, to be completed in time for this year's crop.

Moore, Mont.—The Farmers Eltr. Co. which recently bot the Lytle's eltr. will open the house for a short time to be closed again until threshing time. R. F. Shaw has been elected vice-pres.; J. B. Gaston, treas. and Geo. B. McFerran, sec'y.

The Winters-Truesdell-Ames Co. of Minneapolis has let a contract to the Western Improvement Co. for the construction of over twenty eltrs. to be built in the newly opened Montana country, where there will be a fair wheat crop this year. Several of the eltrs. will be completed in time for this year's crop.

NEBRASKA.

Berlin, Neb.—The Duff Grain Co. is installing a Success Manlift.

Brickton, Neb.—F. G. Endlemen has leased the Updike Grain Co.'s eltr.

Tekamah, Neb.—The Farmers Eltr. Co. has bot a Hall Signaling Distributor.

Phillips, Neb.—Farmers are planning the erection of an eltr.—A. P. Peterson.

Pauline, Neb.—The Updike Grain Co.'s eltr. here has been leased by F. G. Endlemen.

Blue Hill, Neb.—The Farmers Grain & Stock Co. has installed an Automatic scale.

Ayr, Neb.—The eltr. of the Updike Grain Co. has been leased by F. G. Endlemen.

Walhill, Neb.—The Farmers Grain Co. has purchased the eltr. of the King-Truax Co. for \$6,500.

Hastings, Neb.—F. G. Endlemen has leased and will operate the eltr. of the Updike Grain Co.

Republic City, Neb.—S. R. Wintersteen has been appointed mgr. of the eltr. recently bot by W. A. Clark from J. E. Gosnell.

Trumbull, Neb.—The Hynes Grain Co. is remodeling its eltr. here. I. J. Herring is superintending the work.

Stockham, Neb.—The Stockham Grain Co. has installed a Hall Signaling Grain Distributor in its eltr. here.

Shippeyville, Neb.—A farmers' eltr. with a capacity of 15,000 bus. has been erected here. G. H. Birchard of Lincoln had the contract.

Omaha, Neb.—The grain salvage of the recently burned Maney Mfg. Co.'s eltr. has been purchased by the Am. Cattle & Poultry Food Co.

Lincoln, Neb.—The Central Granaries Co. is installing a Birchard standard fire-proof eltr. boot made by the Hastings Foundry & Iron Works.

Dixon, Neb.—We have let the contract for the construction of an up-to-date eltr. to replace the one recently burned here.—The King-Truax Co.

Wilsonville, Neb.—The Shippe Eltr. Co. incorporated; capital stock, \$5,000; incorporators: C. W. McComb, J. W. Rice, M. C. Stephens and others.

Unadilla, Neb.—The bank of Unadilla has filed suit against the Farmers Eltr. Co. and John W. Alexander for \$100.81 alleged to be due on a lien.

Staplehurst, Neb.—The Staplehurst Grain Co. incorporated; capital stock, \$25,000; incorporators, William C. Jacobs, W. Niemann, William Zwick, L. Vested and others.

Sutherland, Neb.—E. W. Briggs & Son have leased the eltr. of the C. F. Iddings Co. Mr. E. W. Briggs is from St. Edward, Neb., and has had much experience in the grain business.

Huntley, Neb.—We have built a concrete bottom in our eltr. and engine house. We have also built a cistern and pump cooler for the engine.—D. W. Feusner, agt. Foster Gr. Co.

Smithfield, Neb.—The eltr. of J. French was totally destroyed by fire recently. A larger and better eltr. will be erected at once on the same site. Wm. Bruce of Bertrand has the contract.

Moorefield, Neb.—The Foster Grain Co., which closed the eltr. at this station Jan. 18, reopened July 18, with J. M. Souder as agent. He has been the agent at this place for a number of years.

Berks, Neb.—The Lincoln Grain Co. has bot the site and salvage of the old eltr. of H. O. Barber & Son, and will erect an eltr. to have a capacity of 15,000 bus. While the building is under construction, grain will be bot on the scales and loaded into cars.

McCook, Neb.—The entire plant of the Updike Grain & Coal Co. was burned July 19; cause unknown. The fire consumed 12,000 bus. of oats, a large quantity of corn, and several hundred bus. of wheat, in addition to several hundred tons of coal. The loss is \$30,000, covered by insurance.

Lincoln, Neb.—The Central Granaries Co. has protested to the Board of Equalization against the assessment of 150,000 bus. of grain stored in the local eltr. of the corporation. E. J. Herring, manager of the grain stations, testified that the corporation controlled 72 eltrs. and that at each of these stations an assessment had been made based upon the capital employed during the year in buying grain. Mr. Herring said that the eltr. at Lincoln was simply a weighing, cleaning and mixing station, that no grain was bot here and that to tax the grain in the eltr. would mean double taxation.

Cook, Neb.—The Farmers Lumber Co. has purchased the eltr. formerly owned by L. A. Hanks and after tearing down the old structure will erect on the site an up-to-date eltr. The Farmers Lumber Co. recently increased its capital stock to \$30,000 and will do a grain, live stock and lumber business.

Omaha, Neb.—The state railroad commission gave a rehearing July 21 in the case of the Omaha Grain Exchange against the Union Pacific and Burlington roads, on application by the latter, involving rates on grain to Kansas City and Omaha from competitive territory in Kansas and Nebraska.

Lincoln, Neb.—A meeting was held here July 8, attended by 25 grain dealers of this city and southeastern Nebraska, for the purpose of taking action to secure reparation from the Kansas City board of trade for the practice known as "dockage." The meeting was called by E. J. Smiley of Topeka, sec'y of the Kansas Grain Dealers Ass'n, who talked at length upon this abuse. Mr. Smiley also called attention to careless and dishonest inspection of grain, advocating the system of office inspection as practiced at Chicago and Minneapolis. Other points brot up in the meeting were upon the matters of re-inspection at terminals and the policy of slow payment of claims which the Union Pacific in particular is carrying out.

NEW ENGLAND.

Dover, N. H.—York & Twombly have purchased the grain business of Arthur H. Morrison.

Boston, Mass.—The J. Walter Sanborn Grain Co., incorporated; capital stock, \$25,000; incorporators, J. W. Sanborn and A. W. Glines.

Springfield, Mass.—P. J. Mitchell has moved into his newly-built, up-to-date eltr. which is very conveniently located on the Boston & Maine R. R.

West Roxbury, Mass.—Solomon B. Stebbins died here recently aged 80 years. In 1858 he and M. F. Andrews established the first combined grain eltr. and warehouse in Boston.

Boston, Mass.—Grain men have organized the Boston Grain Brokers' Ass'n with the following officers: E. P. Knight, pres.; Horace Cook, vice-pres.; Geo. Hopkins, sec'y-treas.; Arthur Heathfield, Matthew D. Benzaquin and Fred Maynard, directors.

Richford, Vt.—The Quaker Oats Co. will commence the erection of a mill, eltr. and factory for the manufacture of stock food and the storing of grain, to replace the plant destroyed by fire in October, 1908. The building will be 400 ft. long, 100 ft. wide and will have a capacity of 150,000 bus. of grain.

Bridgewater, Mass.—A verdict for the defendant Eastern Grain Co. was recently returned in the Plymouth County Superior Court in the case of Edward J. Sheehan, a lineman, who sued the grain company for damages for severe injuries received in a fall from a pole which carried wires furnishing power to its plant.

NEW YORK.

Buffalo, N. Y.—H. T. Burns, formerly of Burns-Yantis Grain Co., Chicago, is now sec'y of the Eastern Grain Co.

Buffalo, N. Y.—At a meeting held July 12, directors of the Chamber of Commerce took the first steps in a fight for the preservation of Buffalo's fast dwinn-

ding trade in grain by voting \$2,500 to be set apart for the use of the transportation committee and sending George E. Pierce as a delegate to represent Buffalo at a conference held at Chicago July 14, to discuss the grain rate problem. The recent increase in the rates on grain from Buffalo east will be discussed at this meeting and it is the intention of the committee to keep at work on the subject until the rates from Buffalo are fairly adjusted and the city no longer suffers from the differentials which now operate against it. Figures prepared by Mr. Pierce show that in 1898 Buffalo handled 7.9% of the grain of the whole country while in 1906 it handled only 3.4%, this condition being directly attributed to rate discrimination and the shortage of cars which resulted from such discrimination. The year 1898 was the first year in which rates by lake from Chicago to New York were quoted exclusive of elevator charges at Buffalo and beginning with that year there has been a steady increase in rates up to 1907 when the rate was .0218c higher than in 1898. Canal rates follow very closely with the grain rates east of Buffalo and remain just enough lower to hold that portion of the business for which boats are available.

NORTH DAKOTA.

Dickinson, N. D.—The Farmers Grain Co. has purchased the Lytle Eltr.

Willow City, N. D.—The Minneapolis & Northern eltr. has been destroyed by fire.

McVille, N. D.—Farmers of this vicinity have decided to organize a Farmers Eltr. Co.

Cooperstown, N. D.—The Farmers Cooperative Grain & Supply Co.'s new eltr. has been finished.

Tower City, N. D.—A. E. Johnson, agt. of the Baldwin Eltr. Co. has removed to Underwood, N. D.

Buffalo, N. Y.—Fire, caused by heated grain, damaged the Globe eltr. recently to the extent of \$500.

Langdon, N. D.—The new Amenia Eltr. here is being rapidly completed, and will soon be in operation.

Sheyenne, N. D.—I am no longer in the grain business.—G. Christenson, formerly agt. Powers Eltr. Co.

Belfield, N. D.—The Van Dusen Eltr. Co. is building an eltr. with a capacity of 30,000 bus. on the C. & N. W. tracks.

Enderlin, N. D.—I have been transferred from Fingal, N. D., to this place.—H. E. Wickland, agt. Atlantic Eltr. Co.

Kramer, N. D.—Wm. Honadel, formerly agt. for the Atlantic Eltr. Co. has bot the eltr. of the Cameron Bros. Eltr. Co.

De Lamere, N. D.—The farmers in this vicinity have organized the Equity Eltr. & Trading Co. with a capital stock of \$5,000.

Kermit, N. D.—The Kermit Grain & Mercantile Co. will erect a 30,000-bu. eltr. to cost about \$7,000. Honstain Bros. Co. has the contract.

Fonda, N. D.—A committee consisting of Messrs. Rice, Parsons, Frederickson and McCallum has been appointed to organize a Farmers Eltr. Co.

Washburn, N. D.—The Lyon Eltr. Co. will hereafter be known as the Occident Eltr. Co., as the Russell Mfg. Co., which bot out the Lyon Eltr. Co., calls all its eltrs.

Sentinel Butte, N. D.—W. A. Hart of the Hart-Robinson Co. has let the contract for the erection of a new eltr. Work will be commenced soon.

Coulee, N. D.—I am one of a party of five that has bot the Dakota Farmers Eltr. Co. eltr. We have not yet decided upon the firm name.—Olof Rabb.

Belfield, N. D.—The new Farmers Eltr. Co. will erect an eltr. S. J. Chapman has been elected pres.; Thomas Porter, vice-pres.; N. B. Nelson, sec'y and W. S. Morris, treas.

Havana, N. D.—The Farmers Cooperative Grain Co. has bot the eltr. of the St. Anthony & Dak. Eltr. Co. and I have removed to Stanford, Mont.—H. S. Huderson, former agrt.

Granville, N. D.—The new Equity Cooperative Eltr. Co., a farmers' organization, has bot the Great Western Eltr. here for \$7,000. J. J. McGraw of Park River is to be the mgr.

Fryburg sta., Belfield p. o., N. D.—Hagen & Bakkel, grain buyers of Duluth and Minneapolis, are building an eltr. here. Work has been started and will be rapidly pushed.

Litchville, N. D.—Ludwig Larsen of East Edge, N. D., will take my place as mgr. of the Litchville Farmers Eltr. Co. as I leave here soon for Norway, where I will spend some time.—Paul Johnson.

Houghton, N. D.—The Farmers Eltr. Co. has elected the following officers: Thomas Tollefson, pres.; C. J. Campbell, sec'y.; R. L. Wells, treas. The company will erect a 40,000-bu. eltr. during the summer.

Esmond, N. D.—I have bot a controlling interest in the eltr. here formerly owned by the Lindgren Grain Co. and will take possession Aug. 1, managing the house myself.—E. P. Lindgren, formerly of Starbuck, Minn.

Des Lacs, N. D.—Fire which wiped out the business section of this place July 7, destroyed the eltr. of the Farmers Eltr. Co. The loss on the eltr. is \$24,000, insurance \$12,000. It will be rebuilt at once and completed in time to take care of this season's crop.

Hannaford, N. D.—The Monarch Eltr. which was burned June 2, will not be rebuilt. The Gt. Northern Ry.'s cut-off from Fargo to Minot is cutting into our territory east and west and will take away about half of our grain trade.—W. M. Holton, agt. Monarch Eltr. Co.

OHIO.

Kansas, O.—We will move, enlarge and improve our grain eltr.—I. L. Shaw Co.

New Madison, O.—I have sold the eltr. at New Madison to D. L. Mote of Greenville.—T. H. Harp, Greenville, O.

Cincinnati, O.—A cleaning and transfer eltr. with a capacity of 75,000 bus. is being erected for August Ferger & Co.

Cincinnati, O.—A grain eltr. to cost \$9,000 will be erected by the August Ferger Co. near the Q. & C. railroad.

Lima, O.—Thirty members of the Northwestern Ohio Grain Dealers Ass'n held a meeting July 6 at the Lima House.

Hamilton, O.—The plant of the Semler Milling Co. burned July 9. Loss, \$50,000; insurance, \$28,000. The mill will be rebuilt.

Toledo, O.—The first car of new Ohio wheat arrived here July 17. It graded No. 2 red and weighed 59½ lbs. It contained smutballs.

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Toledo, O.—The salvage of the burned elevator "A" has been bot from the insurance companies by the Am. Cattle & Poultry Food Co.

Farmersville, O.—The eltr. of Amos Brubaker will be remodeled and will have a capacity of 10,000 bus. H. C. Teeter has the contract.

Mansfield, O.—I have purchased what was formerly the Strong & Leiter Eltr., but I have not decided whether or not to operate it myself.—J. L. Barr, Isoline, Tenn.

Climax, O.—We have recently remodeled our eltr. and installed a 12-h.p. gasoline engine, a Monitor Cleaner and an Avery Automatic Scale.—S. McAninch & Son.

Toledo, O.—A gang of 29 boys who have been tapping grain cars in the local yards have been convicted; and the older persons who had urged them on were fined and sentenced to imprisonment.

Toledo, O.—The Bell-McFarland Co., incorporated to deal in hay and grain; capital stock, \$45,000. Harold Bell was formerly with the Paddock Ridge Co. and J. H. McFarland with the R. P. Lipe Co.

Troy, O.—I have purchased the grain business and eltr. of Edwards Bros., and will improve the plant to make it up-to-date, retaining C. B. Herr, who was with the old firm.—A. C. Nicol, of the Trojan Coal Co.

Leipsic, O.—Albert Ringlein, the 14-yr.-old son of Joseph Ringlein, was caught by a set screw while applying belt dressing to his father's eltr. and each leg was broken in two places. He is getting along nicely.

Columbus, O.—The state Board of Agriculture has issued a circular to the grain dealers calling their attention to the new law which makes it possible for each county to have its own experiment station, to be operated under the direction of the state station at Wooster. It is thot that the establishment of these stations will mean a greatly increased yield.

Cincinnati, O.—The property of the Union Grain & Hay Co. has been condemned in connection with a proposed viaduct and the company allowed \$84,000. Attorneys for the company asked for a new trial stating that the board of appraisers had placed the value of the property at \$101,000 but Judge Cushing overruled the motion saying an exceptionally good jury had fixed the price at \$84,000, which decision should stand.

OKLAHOMA.

Verdigres, Okla.—Challburg Bros.' new 12,000-bu. eltr. is nearly completed.

Apache, Okla.—The Miller Bros. Grain Co. of Anadarko, has sold its eltr. here.

Bartlesville, Okla.—R. V. Meyers will erect a concrete eltr. here to cost \$25,000.

Watonga, Okla.—B. S. Delaplane of Watonga is a scoop shoveler.—Marshall Bros.

Lawton, Okla.—The Chickasha Mfg. Co. is making some improvements on its eltr. here.

Okarche, Okla.—Clarence Groseclose, of Waukomis, has purchased the Home Grain Co.'s eltr.

Eagle City, Okla.—The only two eltrs. here are those of S. C. Masters & Co. and the Thomas Milling Co. Others handling grain from here are scoop shoveler.—Marshall Bros.

Oklahoma City, Okla.—We intend to go into the hay and grain business here.—H. P. Farmer & Co.

Gracemont, Okla.—Alva Ringo has gone to Apache to buy grain for the Lawton Mill & Eltr. Co.

Waukomis, Okla.—The Farmers Eltr. Co. eltr., which has been closed for several years, burned July 7.—S.

Buffalo, Okla.—Wallingford Bros. of Ashland, Kan., will erect an eltr. here to have a capacity of 10,000 bus.

Sentinel, Okla.—We will commence to build an eltr. here at once.—Texas-Oklahoma Grain Co., Vernon, Tex.

Tonkawa, Okla.—We have withdrawn from business, Alexander Esch having succeeded us.—O. C. Horton & Son.

Manchester, Okla.—We took over the business of the Manchester Grain & Fuel Co. on July 19.—Deer Creek Eltr. Co.

Chickasha, Okla.—The warehouse of J. E. Farrington burned July 13, but the eltr. which is located near was saved.

Darrow, Okla.—Chas. Barker, of Lawton, has taken charge of the eltr. of the Lawton Mill & Eltr. Co. at this place.

Texhoma, Okla.—We will commence the construction of an eltr. here at once.—Texas-Oklahoma Grain Co., Vernon, Tex.

Roosevelt, Okla.—We are operating an eltr. at this place for the Jas. C. Hunt Grain Co. of Wichita Falls, Tex. Farmers here are holding a large percentage of their grain.—Rinkle & Alexander.

Waukomis, Okla.—We are installing a 12,000-lb. hopper scale and a Constant Manlift in our eltr. The Farmers Eltr., which has not been in operation for several years, burned recently.—G. M. Lovell, agt., El Reno Mill & Eltr. Co.

Checotah, Okla.—The Checotah Hay & Grain Co. incorporated; capital stock, \$10,000; directors: J. H. Maddox, Oklahoma City; W. J. Carden, Dallas, Tex.; M. L. McClain, Garland, Tex., and M. L. Martin, A. L. Martin, S. C. Martin, and R. O. Smith, of Checotah.

Drummond, Okla.—J. C. Bastin, pres. of the Drummond Mill & Eltr. Co., died at Denver, Colo., June 26, of tuberculosis. He was 51 years of age. Mr. Bastin was formerly head miller of the Eagle Mills at Denver and was highly esteemed in the milling and eltr. business. He is survived by a wife and three children, one of whom is E. J. Bastin, head miller for the Rea-Read Milling Co., at Tulsa, Okla.

Pond Creek, Okla.—The Pond Creek Mill & Eltr. Co.'s eltr. burned July 12, and 8,000 bus. of wheat were badly damaged. The building and plant was insured for \$2,500 and \$2,000 insurance was carried on the grain in the eltr. Two cars of wheat, loaded the evening before were moved without loss. The directors held a meeting at once and decided to rebuild. The fire is thot to be the work of an incendiary.

Watonga, Okla.—T. O. Bivin at Watonga is a scoop shoveler, whose shipments up to present date, July 14, have been handled by W. B. Johnston of Enid. J. C. Robb of Kansas City passed thru Watonga recently and after making a contract with one of the local dealers bid the farmers the same as the dealers. From that date to this the farmers have been shipping their wheat; and local dealers who have eltrs. have been given an unlimited amount of trouble.—R. E. Robey Grain Co., Oklahoma City.

Hennessey, Okla.—J. H. Shaw has made extensive improvements upon his eltr., including new cleaners, a new sheller, new legs and a new cupola.—S.

Oklahoma City, Okla.—Charging that the defendants took wrongful possession of a carload of wheat, the Frisco Railroad company has entered suit against the John W. Dickson Grain Co. It is stated that a load of wheat bot from the W. B. Johnson Grain Co. for \$1,345.66 went into the eltr. of the defendant and recovery of that amount is asked. A second count of the petition avers that there was another mix-up of a carload of wheat for which the plaintiff paid J. Sidney Smith & Son of Kansas City the sum of \$1,205.98 and asks judgment for that amount with interest.

OREGON.

Portland, Ore.—An eltr., mill and warehouse to be up-to-date in every respect and costing \$80,000 will be erected by the Balfour-Guthrie Co.

PENNSYLVANIA.

Shenandoah, Pa.—The Shenandoah Flour & Feed Co. has bot the old Armour plant and has made a large up-to-date eltr. out of it.

PHILADELPHIA LETTER.

All of the grain warehouses are closing at high noon on Saturdays for July, August and September.

New hay is coming in from nearby points, with prime old stock tho at a good premium, is showing a disposition to ease off.

The Commercial Exchange grain inspection department didn't pay expenses last year, but it sometimes runs that way when exporting is dull. The solid assets of the Exchange include the modest sum of \$132,000.—S. R. E.

SOUTH DAKOTA.

Rauville, Watertown p. o., S. D.—The eltr. of the McCaull-Webster Eltr. Co. burned recently.

Reville, S. D.—S. J. Dillman's eltr. has been enlarged in preparation for the big crop expected this fall.

Platte, S. D.—The Farmers Co-operative Co. has appointed Riley Girton mgr. in place of Paul Rossbach.

Freeman, S. D.—W. H. Borman, formerly of the Shanard Eltr. Co. of Freeman, S. D., has removed to Kindersley, Sask.

Scotland, S. D.—The Shanard Eltr. Co. eltr. was closed July 1. It is said that the property has been purchased by M. King & Co.

Milbank, S. D.—The Reliance Eltr. Co. has just completed a new eltr. to replace the one burned down about four months ago.—H. A. Riley.

SOUTHEAST.

Richmond, Va.—E. Harvey Savage, junior member of N. R. Savage & Son, died recently.

Jacksonville, Fla.—The Board of Trade has adopted rules for grading hay, oats and corn.

Landis, N. C.—The Landis Milling Co. incorporated to deal in grain and manufacture meal, etc.; capital stock, \$25,000; incorporators, Geo. H. Corriher, B. O. Edwards and others.

Wilmington, N. C.—The Boney & Harper Mfg. Co. will erect a concrete eltr. to be operated in connection with its milling plant. The eltr. will be located directly opposite from the present mill and will have a capacity of 60,000 bus.

Norfolk, Va.—Grain dealers are urged to join in a vigorous protest against the grading rules that were recently adopted by the uniform grading congress, by J. A. Hall, sec'y of the Board of Trade of Norfolk, who says that the present rules discriminate against the South and Southeast in favor of the farmers of the West. He requests that the Memphis Merchants Exchange send a strong delegation to the meeting of the Grain Dealers National Ass'n in October to vote for the desired changes.

Richmond, Va.—The new board of directors of the Grain Exchange held its first meeting July 12. B. A. Jacob was re-elected sec'y-treas., and the following standing committees for the year elected: Arbitration committee—W. C. Bentley, chairman; T. L. Moore, John S. Lear, Nat Frazer, W. F. Green. Appeal committee—John R. Cary, chairman; B. Lorraine, J. Lee Koiner, William Temple, W. P. Wood. Grain committee—S. T. Beveridge, chairman; H. G. Carter, W. G. Bragg, R. L. Chinery, S. R. Gates. Hay committee—C. W. Wingfield, chairman; J. J. Fairbanks, W. C. Todd, E. B. McGeorge, I. J. Sutherland. The reports of the officers showed affairs to be in excellent shape. The sec'y's report shows the following receipts for the year: Wheat, 1,548,742 bus.; corn, 2,605,700 bus.; oats, 2,441,612 bus.; rye, 86,942 bus. Total, 6,682,966 bus., an increase of 1,651,522 bus. over last year's work. Inspections during the year were: Grain, 324 cars; hay, 153 cars, an increase of 87 cars of grain and a decrease of 32 cars of hay.

TENNESSEE.

Nashville, Tenn.—The D. Rothschild Grain Co. has brot suit against the Bell-Duff Commission Co. to recover \$3,875 alleged to be due on a contract to buy 50,000 bus. of oats. The same company has brot suit against Wilkes & Jordan to recover \$1,937.50 alleged to be due on a contract to buy 25,000 bus. of oats.

Franklin, Tenn.—The Lillie Mill Co.'s eltr., a wood building, burned here recently. It was constructed several years ago at a cost of \$25,000 and was insured for \$10,000. The eltr. was sold last fall to satisfy a mortgage and had been recently leased to Pryor, Lillie & Co., who had put it in preparation for handling the new wheat. There was no grain in the eltr., as the rains have delayed the movement of the crop. It is thot that the fire was of incendiary origin, as three different attempts had been made before to destroy it.

Memphis, Tenn.—The odor of decayed grain in a partially burned eltr. here became such a nuisance that nearby residents appealed to the city authorities. Judge Bacon ordered the owner of the eltr., J. B. Horton, to have the offending grain removed but Horton protested, saying that the insurance company had paid outright for the grain and that he did not feel as tho he ought to trespass on its property. Judge Bacon then informed Horton that he had recourse in a civil suit against the company for cost incurred in having the refuse moved, and insisted upon removal of the grain.

Nashville, Tenn.—George C. Hunter, aged 54 years, a night watchman at the Ryman Eltr. Co.'s warehouse, died here July 17, a suicide by taking laudanum.

Memphis, Tenn.—The ruins of the Merchants' Grain & Eltr. Co.'s plant, which burned last May, were attacked by fire July 20, and burned for two hours before put under control. The origin of the fire is not known.

Nashville, Tenn.—Louis Leftwich has been appointed receiver of the Doyle Mill & Eltr. Co., which is defendant in involuntary bankruptcy proceedings. It has been agreed that perishable stuff at the plant should be sold at once.

TEXAS.

Collinsville, Tex.—The Collinsville Mill & Eltr. Co. has been dissolved.

Amarillo, Tex.—We received our first car of new wheat July 14. It tested 64 lbs.—Early Grain & Eltr. Co.

Claude, Tex.—We have recently bot the eltr. formerly owned and operated by O. F. Smalley.—Jas. C. Hunt Grain Co., Wichita Falls, Tex.

Justin, Tex.—The Justin Mill & Eltr. Co., incorporated with a capital stock of \$30,000. Incorporators, E. E. and M. P. Bewley of Ft. Worth, and Jule G. Smith.

Whitesboro, Tex.—The Monarch Mill & Grain Co., incorporated; capital stock, \$40,000; incorporators, J. M. Sherman, M. E. Sherman, T. F. Rogers and others.

Paris, Tex.—William Easton, a well-known grain commission man of this city, died July 8, of heart disease. The deceased was 68 years old and a native of Mississippi.

Palestine, Tex.—D. C. Cage has withdrawn as pres. of the Cage Grain Co. The business will be continued under the name of the Palestine Grain Co., with John L. Smith of Crockett as pres. and Julius Pearlstone as sec'y. and treas.

Austin, Tex.—The railroad commission has given notice of a hearing to be held in August, when it will consider an amendment to allow a deduction for waste kaffir corn and milo maize shelled or threshed in transit. Such a deduction would be similar to that allowed on corn shelled in transit on account of cobs.

WASHINGTON.

Prosser, Wash.—Kemp & Fry, grain dealers, have dissolved partnership.

Waterville, Wash.—The Waterville Union Grain Co. has increased its capital stock to \$12,000.

Seattle, Wash.—The Griffith Union Grain & Trading Co. of Buff; capital stock \$5,000. Incorporators: R. Griffith, Lanson Clanin and Jacob Kulm.

Seattle, Wash.—McMullen & Co., incorporated to deal in grain; capital stock, \$100,000; incorporators: John S. McMullen, John E. McMullen and David McMullen.

WISCONSIN.

Allenton, Wis.—The eltr. of John Ruplinger & Co. has been burned.

Soldiers' Grove, Wis.—Ole Thompson, of this place, died some time ago.

Boyd, Wis.—The eltr. of the Western Eltr. Co. will be opened for business Aug. 1.

Superior, Wis.—Harry Smith is charged with stealing 25 bus. of wheat from a car standing in the Gt. Northern Ry. yards, and in default of \$300 bail, was committed to jail.

Bangor, Wis.—L. J. Roberts, who suffered the loss, by fire on July 5, of his eltr. and lumber yards on the Northwestern tracks, will not rebuild but will continue his business at his warehouse and yards on the Milwaukee tracks.

Mondovi, Wis.—The Mondovi Equity Exchange incorporated; capital, \$25,000. J. J. Meyers is pres.; N. A. Pesso, vice-pres.; L. Thalacker, sec'y, and Arnold Moser, treas. The Exchange has bot the eltr. of the Western Eltr. Co. for \$25,000 and has taken possession.

MILWAUKEE LETTER.

The T. C. Coughlin Co. been incorporated; capital stock, \$25,000; incorporators, T. C., T. J., and Morcelli Coughlin.

I have spent the last seven weeks traveling about Wisconsin and never before saw such scarcity of hay. At many points it is already being shipped in and eagerly sought at high prices.—T. A. Bryant.

The milling plant, eltr. and warehouse of the Charles A. Krause Milling Co. will be in operation by Aug. 1, it is expected. The buildings, which replace the plant destroyed last fall, are constructed of reinforced concrete, five stories high, and with their equipment will cost \$150,000. The machinery will be operated by electric power. The plant will be the largest exclusive feed mill in the world, covering a block of ground and turning out a million lbs. of feed per day. The eltr. has a capacity of 100,000 bus.

A. L. Johnstone and A. R. Templeton will form a partnership to engage in the grain commission business Aug. 1 under the name of Johnstone & Templeton. Mr. Johnstone was with the Milwaukee Eltr. Co. for 7 years, the last two years as manager. Since Sept. 1, 1908, he has been engaged in the grain business on his own account. Mr. Templeton was associated with the Milwaukee Eltr. Co. for 11 years prior to June 1, when he severed his connection to form the partnership with Mr. Johnstone. He had charge of the buying and selling of barley and superintended the terminal eltr. at Milwaukee.

Aug. 23, 24-25—The National Hay Ass'n will hold its annual meeting at Cedar Point.

Sept. 5 at New York—The Council of North American Grain Exchanges will hold its semi-annual meeting.

Oct. 10, 11-12—The Grain Dealers National Ass'n will hold its annual meeting at Chicago.

We look for the decision against bleaching to have an effect on yellow wheat, and as a result Turkey wheat will bring greater premium over futures—Davis-Comber Co., Kansas City.

Dr. Harvey P. Wiley, chief of the buro of chemistry in the federal Department of Agriculture, has been deprived of part of the power he has been exercising by a clause in the agricultural appropriation bill, which says that "hereafter the legal work of the Department of Agriculture shall be performed under the supervision and direction of the solicitor," which means that Dr. Wiley, who heretofore has issued citations to hearings whenever examinations made in his buro seemed to justify him, must confine his work practically to his laboratory. His other powers will be transferred to the solicitor of the department.

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

The tariff on grain and grain products from and to stations on the N. Y. C. & H. R. are given in ICC B12563, effective Aug. 10.

Rules governing elevator charges on grain at Norfolk, Va., are given by the Norf. & West. in ICC 3999, becoming effective Aug. 10.

P. R. R. in ICC SS831 gives charges on grain and grain products from stations on Buffalo division to stations on B. & A.; effective Aug. 10.

B. & O. in ICC 9484 gives rules governing allowances for transfer of grain at Chicago, Ill., and vicinity and Milwaukee, Wis.; effective Aug. 10.

Rules governing allowances for grain doors and for material used in repairing cars at stations on St. L. & S. F. are published in ICC 6118, effective Aug. 16.

Rates effective Aug. 1 are given by the C., M. & St. P. in Supp. 4 to ICC B1334, on barley, corn, rye and oats from stations on the C., M. & St. P. to Peoria, Ill.

Lehigh publishes in ICC B5850 the rates on grain and grain products from stations on the Lehigh to points in New York and Pennsylvania; in effect Aug. 10.

The rate as given by the Ill. Cent. in ICC A7889 on red top, clover and timothy seed from Olney, Ill., to Cincinnati, O., and Louisville, Ky., is 13½c.; effective Aug. 8.

Supp. 37 to ICC 1486 M. & St. L. shows rates on flax and millet seed, grain and grain products between Peoria, Ill., and points on M. & St. L. and connections; effective Aug. 2.

C. St. P., M. & O. in ICC 3681 gives rates on wheat, corn, oats, rye, barley, flaxseed, speltz, kaffir corn and buckwheat, from Minneapolis to C. F. A. points; effective Aug. 3.

C. & N. W. Supp. 19 to ICC 6907 on grain and grain products between Chicago, Peoria, Ill., St. Paul, Duluth, Minn., and stations in Iowa, Minnesota, North and South Dakota; effective Aug. 1.

Mo. Pac. in ICC A1561 shows rates in effect Aug. 8, on grain and grain products from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., to stations in Oklahoma on Missouri O. & G.

Ill. Cent. quotes rates in Supp. 4 to ICC A7717, on barley, corn, oats, rye and wheat and grain screenings from stations on Ill. Cent. and connections to Louisville and Owensboro, Ky.; in effect Aug. 4.

The Ill. Cent. in ICC No. A7891 makes rates on grain and grain products from stations on Ill. Cent. and connections to stations in Louisiana, Alabama, Tennessee, Arkansas and Mississippi; effective Aug. 1.

S. W. Trf. Com. in Supp. 5 to ICC 713, gives rates on grain, grain products, seeds, hay and straw from points in C. F. A. territory, northern, western, and southern points to Texas points; in effect July 15.

Rates effective Aug. 1, are given by the C. & N. W. in Supp. 24 to ICC 6815, on grain and grain products between stations in Illinois, Wisconsin, Michigan, Iowa, Minnesota and stations in Nebraska, Wyoming and South Dakota.

M. K. & T. in ICC A8436 gives rates on grain, grain products, broom corn, seeds, hay and straw from Chicago, and stations on M., K. & T. in Missouri, Kansas, and Oklahoma to Memphis, Tenn., Little Rock, Ark., and other stations in Arkansas and Oklahoma; effective Aug. 12.

S. W. in ICC 742, gives rates on grain, grain products, seeds, hay and straw, from Mississippi and Missouri river points and points in Arkansas, Colorado, Illinois, Iowa, Kansas, Kentucky, Missouri, Nebraska, New Mexico, Oklahoma, Tennessee and Wyoming to Louisiana points; effective Aug. 15.

The C. B. & Q. in Supp. 5 to ICC 9806 gives rates on grain, grain products and seeds, between stations in Minnesota and La Crosse, Wis., and stations in Illinois and Indiana; also west bank Mississippi river points and Green Bay and Kewaunee, Wis.; effective Aug. 1.

C. M. & St. P. in ICC B2184, effective Aug. 1, gives rates on seeds from points originating west of the Missouri river to stations in Illinois, Wisconsin and Minnesota; also on timothy and millet seed, from Manning, Ia., to Blue Island, Chicago, Coster and East Joliet, Ill., 27c.

Effective Aug. 8, C. M. & St. P. in ICC B2194 quotes rates on corn, rye, oats, barley, speltz, elevator dust, grain or flaxseed screenings, flour, mill refuse and oat clips from St. Paul, Minneapolis, Minnesota Transfer, Winona, Minn., or La Crosse, Wis. (when coming from points beyond), to Mobile, Ala., Port Chalmette and New Orleans, La., 22.5c.

Expense bills inbound to transit station may be surrendered covering the following commodities and transit basis applied on outbound product character and in proportions shown in columns 2 and 3.

Commodity

Product outbound which may be shipped on transit basis against inbound billing of character indicated in column 1, and percentage of weight which may be shipped outbound against inbound tonnage.

Commodity

Bi-Products outbound, which may be shipped on transit basis against inbound billing of character indicated in column 1, and percentage of weight which may be shipped outbound against inbound tonnage.

Commodity

Percentage of loss in weight due to transit process (inbound expense bills must be canceled equivalent in weight to percentage of loss indicated).

Oats.....

Oats.....

See Note A

Barley.....

Barley.....

See Note A

Flour.....

Flour.....

See Note A

Flour (Red Dog).....

Flour.....

See Note A

Cotton Seed Meal.....

Feed.....

See Note A

Feed.....

Feed.....

See Note A

Seeds.....

Seeds.....

See Note A

Note A.—Where grain or seeds are cleaned, mixed or otherwise treated in transit, except as specifically provided for in these rules, the shipper, in offering same for forwarding from the transit point shall specify the loss in weight which has resulted from such cleaning, mixing or treatment and inbound expense bills to the transit points in the proportion covering such loss shall be canceled.

The entire transaction to be checked and verified by the inspector.

New Milling in Transit Tariff.

During the past two months railroad officials and shippers in the southeast and southwest as well as at Chicago have held numerous conferences to formulate a set of rules for the transit handling of grain in conformity with the principles laid down by the Interstate Commerce Commission in its final ruling as published in full on pages 720-721 of the Grain Dealers Journal for May 25.

None of the eastern roads has yet published a tariff to conform to the Commission's ruling. The first of the complete tariffs covering milling in transit has just been made public as Tariff No. 18361-E by the Chicago, Rock Island & Pacific Railroad, effective July 25.

A new clause in the Rock Island tariff is the division of tonnage on the percentage of product compared with the raw material. In this the Rock Island officials used their best judgment, but will change the percentages if it is shown that they are not a fair average. Of course, it is unavoidable that the different handling of material at different mills should result in varying percentage of product. The percentages are shown in the table herewith.

Another departure is the record of receipts and deliveries:

A record shall be kept by the elevators, mills, shippers or reshippers accorded milling or transit privileges, of the receipts and shipments or deliveries, including those by boats, wagons or other means, which record shall be subject to the supervision of an inspector or inspectors, who shall at all times have access to the records of the railroads, elevators, warehouses, mills,

shippers or reshippers, for the purpose of determining the accuracy thereof.

An important addition to the old tariffs is the following clause providing for the cancellation of tonnage and expense bills:

Cancellation of Tonnage and Expense Bills: When grain, grain products or seeds are forwarded under transit arrangements as provided under these rules, inbound expense bills, representative both in tonnage and character of the freight forwarded, will be surrendered to and cancelled by the railroad agent.

When grain, grain products or seeds are loaded out by an elevator, warehouse, mill, shipper or reshipper, including that which may be forwarded by boats, by wagons or other means, original inbound expense bills or record of equivalent and corresponding tonnage shall at that time be cancelled by the shipper.

The shipper shall also from day to day cancel billing covering tonnage over and above the amount of grain, grain products and seeds that may be held by them, cancelling the oldest unexpired expense bills on hand.

Such cancellations shall be verified then or subsequently by the inspectors.

In considering the amount of tonnage entitled to shipment or reshipment under these rules, not only paid but unpaid expense bills shall be taken into account.

Mixed Shipments: (A) Outbound shipments of feed or any mixture of grain or grain products, the constituent parts of which all take same rate, may be charged against an inbound expense bill representative of any of the kinds of grain or grain products contained in the mixture.

(B) If the constituent parts of the outbound shipment take differing rate bases, the expense bills, surrendered must represent the actual outbound shipment in exact percentage proportion, and shippers must so certify to agent at transit station.

For illustration: If an outbound shipment aggregating 80,000 pounds, contains 60 per cent of oats and 40 per cent of wheat, inbound expense bills must be surrendered for 48,000 pounds of oats and 32,000 pounds of wheat.

The Grain Dealers Journal is a fine paper, would not part with it.—S. Frey, mgr. Farmers Elevator Co., Sylvan Grove, Kan.

Samuel E. Baker Dead.

Samuel E. Baker, for 17 years the trusted financial man of the Bartlett-Frazier house and its predecessors, was thrown from his horse near Jerome, Ida., on the afternoon of July 4 and died in a hospital in Boise, July 7, aged 56.

He was born in Hyannis, Mass., and his first business experience was as a grain dealer in that state. He came to Chicago in 1886. His first business connection at Chicago was with the grain house of Boyden & Co. Last January he resigned his position with Bartlett-Patten Co. to develop his ranch near Jerome, where he went in February with his son, Ray C., with whom he was riding at the time of the accident. He had been gaining in health and strength and apparently had a long life before him. For the portrait given herewith we are indebted to the Oak Leaves.

His body was brot to Chicago for interment. The funeral, July 13, was attended by all the members of the Bartlett-Frazier house and about 30 employes representing every department. Floral tributes included remembrances from the Board of Trade.

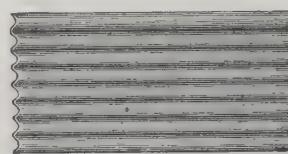
Mr. Baker was well liked by all those with whom he came in contact. He always had a kind word for the employes of the firm, was ready to help those in trouble and gave encouragement to the younger men learning the business. He is survived by his widow, a married daughter and two sons.

Alois Wisching, the inventor of the quotation ticker, died in New York, July 14, aged 79. Mr. Wisching was born in Vienna, coming to America when 17 years old.



Samuel E. Baker, Jerome, Idaho, Deceased.

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We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

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Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

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"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71 1/2% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.



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"New
Cyclone
1905"

Manufactured Exclusively by
The Knickerbocker Co.
JACKSON, MICH.

Grain Carriers

The Cincinnati Receivers and Shippers Ass'n has applied to the federal court for a reopening of the southern rate case.

Milling in transit rules were considered by the Western trunk lines at Chicago July 20 with a view to formulating tariffs.

Idle freight cars in the United States increased 18,180 during the past two weeks as reported by the American Ry. Ass'n.

A record cargo of 523,251 bus. oats was shipped recently by the Canadian Eltr. Co. from Fort William on the steamer Midland Prince.

Rates on grain from points in North and South Dakota have been advanced $\frac{1}{2}$ to 2 cents per 100 lbs. to all the Eastern markets, effective Aug. 1.

Grand Trunk Railroad conductors and trainmen went on strike July 18, tying up traffic. The men refused the company's offer of an increase of 18 per cent.

Exclusive jurisdiction over claims for damages arising from the misrouting of freight is claimed by the Interstate Commerce Commission in an administrative ruling recently issued.

Chairman Knapp of the Interstate Commerce Commission has agreed with a committee of carriers that rate advances in Eastern classification territory will be suspended until Nov. 1.

The Iowa Railroad Commission has voted to send Commissioner Eaton as its representative to a conference of commissions of the Northwestern states which will fight the rate increases.

The carriers contemplate establishing a bureau of railway economics at Washington to disseminate information on the principles controlling rate making, with a view to justifying their charges to the public.

The Canadian Northern Railroad Co. has let the contract for the construction of its new line from Virginia to Duluth, Minn., giving a thru line from Winnipeg to Duluth, where the company will have independent terminals on the water front.

An international railway commission may result from the recent appointment of Chairman Martin A. Knapp of the Interstate Commerce Commission to confer with J. P. Mabee, chief of the Dominion Transportation Commission. The two will meet and then make recommendations to their respective governments.

No compromise with the carriers on the rate increases will be made by the National Industrial Traffic League. A resolution that the League's committee carry out the original plan for an adjudication of the entire subject by the Interstate Commerce Commission was adopted by the committee at Chicago July 19.

A meeting of the National Industrial Traffic League was held July 12 at Chicago, attended by three-score representatives of individual shippers and commercial organizations. J. C. Lincoln presided and George Bell acted as Sec'y. The reports of numerous committees were heard and considerable business transacted. The question of so-called natural shrinkage and discrepancies in elevator weights was referred to a committee to consist of representatives of grain exchanges and grain dealers ass'n.

The consignor noted on the B/L a route and also a rate which was legally in force only over another route; Held, that the initial carrier ought to have forwarded the shipment by the route over which the specified rate applied instead of by the named route which carried a higher rate.—Decision by Interstate Commerce Commission in Alpha Portland Cement Co. v. D. L. & W. R. R.

A conference will be held at St. Paul July 26 between the railroad commissioners, traffic mgrs. of railroads in the Northwest and interested shippers, at which it is hoped grain rates can be so adjusted that the Interstate Commerce Commission will not have to be called upon to prevent increase. Minnesota, North and South Dakota and Iowa were represented at the meeting which decided to call the conference.

The Parks Foster, one of the big freighters owned by the National Steamship Co., was obliged to spend a week in the dry dock as the result of a mysterious explosion suffered in the Chicago River July 7. The boat loaded with 98,000 bus. of corn and bound for Collingwood, Ont., was proceeding down the river when something "went off" which shook the vessel violently. Investigation showed that a hole 5 feet by 7 had been stove in the bottom.

Discrimination in Elevation Allowance.

The U. S. Circuit Court of Appeals has cut down the judgments granted the Updike Grain Co., Nebraska-Iowa Grain Co. and Crowell Lumber & Grain Co. against the Union Pacific Railroad Co. for elevation allowances earned.

The tariff of the Union Pacific provided:

"To expedite the movement and to secure the prompt release and return of equipment an allowance of (1 $\frac{1}{4}$ cents prior and $\frac{3}{4}$ of a cent subsequent to June 1, 1907), will be made by the Union Pacific Railroad to the elevators performing the service on grain in car loads transferred by the elevators at Omaha," on the condition, among others, that "no allowance will be made when more than 48 hours elapse between time of delivery of loads by the Union Pacific to the elevator or connecting lines and the release and return of the empty cars to the Union Pacific."

The court decided that the allowance or payment by a railroad company of reasonable compensation to the owner of an elevator for the elevation in transit of grain he ships or owns is not violative of the interstate commerce act, or of any other law, and that the payments and allowances offered in the tariffs of the Union Pacific Co. which have been cited were reasonable and legal. The basis of the decision in this case, therefore, is that it was lawful for the Union Pacific Co. to make the allowances and payments offered in its schedules.

The elevators of the defendants in error were not located upon the tracks of the Union Pacific Co., and when cars came in over those tracks destined to these elevators that company delivered them to a connecting railroad company or to the Union Stockyards Company, whose tracks connected with those of the railroad companies which entered South Omaha, and one or both of these companies switched these cars to their respective elevator destinations. The regulations of the American Railway Ass'n, which by consent of the companies, parties to this action, who were members of this organization, governed the handling of these cars, required each car received loaded in switching service to be confined to switching territory and to be returned when empty to its owner if that owner had a direct connection within the switching territory. Every connecting carrier had and exercised the right to retain in its possession its empty cars.

A portion of the damages recovered below consisted of an amount equal to the charge for elevation on grain unloaded by the defendants in error from cars which belonged either to the company which performed the switching service or to a

company which had a direct connection in the switching territory. These cars when empty were not and could not be transferred to the Union Pacific Co. under the governing rules. They were retained by their owners, and counsel contend that no damages can be recovered for the failure to pay the elevation charges upon these cars because the tariffs declared that the condition of the payment for elevation was that the empty cars should be returned to the Union Pacific Co. within 48 hours after their delivery to the connecting line. But the Union Pacific Co. paid to Peavey & Co. the elevation charge on cars of this class delivered to its elevators. It is true that these cars were at the command of the Union Pacific Co. empty, within 48 hours, because they were never delivered to any other carrier. Nevertheless, it was impossible for the defendants in error under the controlling rules to return cars of this class to the Union Pacific Co. at any time, and the inevitable effect of the payment of the elevation charge on such cars to Peavey & Co. when the defendants in error could not secure it under the specifications of the tariffs was to give shippers in this class of cars through the elevators of Peavey & Co. a clear advantage of the amount of the elevation charge over shippers in cars of the same class through the elevators of the defendants in error. There was, therefore, no error in the opinions of the commission and of the court below that this difference in operation and payment constituted an unjust discrimination which entitled the defendants in error to damages in reparation.

The result was that when these cars came to the elevator of the Updike Co. from the Union Pacific Co. and were unloaded the Updike Co. could not return them to the Pacific Co. That company paid the elevation charge upon cars of this class to Peavey & Co., and its failure to pay it to the Updike Co. wrought an unjust discrimination, on account of which the Updike Co. was entitled to recover the damages which it sustained.

Elevation of this nature is a part of transportation which railroad companies are required to furnish on request. 34 Stat. 584, § 1. They have the legal right either to furnish it themselves or to hire others to provide it. Since they have the right to employ others to provide elevation, they also have the indispensable right to prescribe the terms upon which they will make this employment, provided always those terms are neither unreasonable nor unjustly discriminatory. 34 Stat. 589, 590, § 15; Act. Feb. 4, 1887, c. 104, § 3, 24 Stat. 380 (U. S. Comp. St. 1901, p. 3155). The Pacific Company offered compensation for elevation at Omaha on condition only that the cars carrying the grain should be returned within 48 hours, to the end that it might have the full use of them on its own rails during the carrying season. The fact that the defendants in error returned 319 cars within this time, the fact that a car can be unloaded at an elevator in thirty minutes, the proximity of these elevators to the tracks upon which the Union Pacific Co. delivered the cars to the switching company, and a review of all the evidence in this record has convinced that 48 hours was a reasonable time to allow for the unloading and return of these cars. The switching company was in reality the agent and servant of the defendants in error. It was serving them at their request and for their benefit, and they ultimately paid for the service. The Union Pacific Co. therefore offered this compensation for elevation in transit upon the condition which has been named. A compliance with that condition was indispensable to the acceptance of that offer. The defendants in error failed to comply with it, and therefore they never became entitled to the compensation. No allowance or compensation was made to Peavey & Co. on cars not returned empty within the 48 hours, so that there was no unjust discrimination or undue prejudice here. And the defendants were not entitled to recover damages for the failure of the Union Pacific Company to pay them for the elevation of grain out of cars which were returned without fault of the latter named company by them more than 48 hours after they were delivered by the Union Pacific Co. to the connecting lines.

Of the judgment for \$7,416 in favor of the Updike Grain Co. the company was required to deduct all but \$6,310; Nebraska-Iowa Grain Co. to deduct all but \$1,612, and the Crowell Lumber & Grain Co. all but \$314.—178 Federal 223.

Cable reports from Argentina state that plowing for wheat is progressing under favorable conditions. No report on acreage can be made until September, but present indications promise a slight increase.

Supply Trade

Chicago Callers: F. H. Day, The Day Co., Minneapolis, Minn., and F. H. Morley, Jr., Indianapolis representative of Avery Scale Co.

Lennox Machine Co. of Marshalltown, Ia., has purchased four lots adjoining its present plant and has decided to spend \$75,000 in-building additional machine shops.

Lightning rods have been officially approved by the United States government, as it has been decided to place rods on each of the twelve chimneys above the White House roof.

Hastings Foundry & Iron Works, Hastings, Nebr., advises that it has sold a Success Manlift to Fairbanks, Morse & Co. to go into an elevator where they are supplying the machinery.

The Hall Distributor Co., Omaha, Neb., has made recent sales to the Burrell Mfg. Co. and the Weller Mfg. Co. of its distributors to be used in elevators where these companies are supplying the machinery.

The International Mfg. Co., Crestline, O., has just received its new catalog from the printers and will be pleased to send it to any elevator operator who is in need of a machine to clean grain and field seeds thoroly.

Do not hope to save money by placing your advertisement in low-priced publications—it is results you want from buyers who subscribe and pay for the medium which gives them the kind of trade information they need.

The Charter Gas Engine Co., Sterling, Ill., has recently decided to replace the oak floor in its machine shop with concrete and found that the oak floor laid 40 years ago was still in a high state of preservation altho it has been in constant use during all that period.

Gade Bros. Mfg. Co., Iowa Falls, Ia., is planning to push the sale of its engine among elevators. It claims that its system of cooling which eliminates fans and liquids makes its engine ideal for grain elevators, as there is positively no danger from freezing in winter.

The Richardson Scale Co., New York, has established a Kansas City headquarters for the southwestern states, including Kansas, Oklahoma, Colorado, and New Mexico. W. P. Buchan will have charge of these states and will receive his mail at P. O. Box 876, Kansas City, Mo.

It is always a question whether the advertisements that persistently warn against substitutes, or "imitations," are not wasting just that much valuable space. The chances are that at least the same space could be put to much better advantage in giving arguments in favor of the article itself. The better class of buyers nowadays understand that the products that are claimed to be "just as good" as an advertised success, cannot possibly be as good.—*Mahin's Messenger*.

D. H. Stuhr, Davenport, Ia., he of grain purifier fame, is out with a long letter to Secy. Jim Wilson, of the Dept. of Agriculture, asking that investigation be made of the improper use of the grain purifier, to the end of having fraudulent

methods abolished. He claims that some elevator operators are watering their grain by means of the purifier and that this will eventually do harm to the business of other grain elevator operators. Claiming to be fully posted on the subject, Mr. Stuhr offers his services to the Dept. to help right the wrong. Water and steam have both been used in purifying grain with sulphur fumes. No doubt grain does sometimes gain in weight and lose it afterward through evaporation, but the trade, especially the eastern buyers, are fully cognizant of the treatment given to grain in bleaching and can buy natural or purified grain, as suits their trade, without any difficulty.

Feedstuffs

The millfeed market in the Northwest is gaining in interest on account of the drouth. Prices are advancing and a strong market is looked for all winter.

The pure food inspectors in Missouri will investigate a report that rice hulls are being shipped from the South to this state for mixture with other feeds. It is claimed that bran is being adulterated with the hulls.—*Drovers Telegram*.

Concentrated Commercial Feeding Stuffs is the title of Bulletin No. 141, published by the Purdue University Exp. Sta., Lafayette, Ind., containing one of the most exhaustive reports on analyses of different brands; 29 rulings under the state law, accounts of 16 prosecutions, how the law is administered, definition of terms, the average weight per quart of nearly 100 different kinds of feed materials, formulas for mixing condimental stock foods, composition of materials used as adulterants, and a list of Indiana flour mills and their capacities.

Chemical analysis will not protect the consumer. It has failed to do so up to date. The elimination of anything deleterious or harmful will not protect the consumer, although the words "deleterious or harmful" have been recognized from the inception of different state laws, and what good has it done? It has simply thrown out rice hulls because their silica content, which were freely used by some manufacturers of crushed grain feeds to cheapen their feeds. Freight was paid on the rice hulls from Louisiana to St. Louis and Chicago to be incorporated in crushed grain feeds, and then re-shipped to the South and Southeast—that is, the Southern consumer paid the freight going and coming.—*Feed Knowledge*.

Could not get along without the Grain Dealers Journal.—E. P. Williams, Galveston, Tex., supt. Galveston Wharf Co.

Did the Western farmers make a serious blunder when they plowed up so much unpromising wheat land last spring? Suspicions point that way. Day after day Kansas farmers have told how surprised they were when the weather changed and the wheat that seemed good for nothing grew into sturdy plants and yielded 20 to 30 bus. per acre of an unusually good quality. Over a million acres were plowed up in Kansas alone. That is equivalent to about 25,000,000 bus., which, added to this year's yield, would give the state a normal crop.—*Drovers Telegram*, Kansas City.

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

Cover's Dust Protector

Rubber Protector \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., South Bend, Ind.

RATS & MICE EXTERMINATED SCIENTIFICALLY

With RATITE. No Danger. No Odors
PASTEUR VACCINE CO., Ltd.
Room 862, 325 Dearborn St., Chicago, Ill.

RUBBER BELTING

The Gutta Percha & Rubber Mfg. Co.

Catalog CHICAGO Samples

R

 + FUMA = 

Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills With

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

HONESTLY The King Buckhorn Machine

Will separate Buckhorn, Ripple and other foul seeds from Clover seed and Alfalfa.

We build machines in four sizes, all of which have the same standard of efficiency, but vary in capacity according to size. We will gladly offer you any assistance possible, in determining what the value of one of our machines will be to YOU.

We will send to you upon request our BOOK-LET which contains a full detailed description of all models, your inquiry shall have our prompt attention.

J. M. KING & SON

and LONDON CANADA NORTH VERNON, IND.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

Supreme Court Decisions

Arbitration.—After final submission to the arbitrators, neither can withdraw.—*Atterbury v. Trustees of Columbia College*. Supreme Court of New York. 123 N. Y. Supp. 25.

Arbitration.—An award is conclusive on the parties thereto only as to matters submitted to the arbitrators and passed on by them.—*Roanoke Rapids Power Co. v. Roanoke Navigation & Water Co.* Supreme Court of North Carolina. 68 S. E. 190.

Duty of Carrier to Furnish Suitable Cars.—Common carriers must furnish suitable vehicles for transporting freight, and are liable for losses caused by their failure to do so, though they are entitled to determine, in the first instance, the sufficiency of the vehicles furnished.—*Nicholson v. St. Louis & S. F. R. Co.* Kansas City Court of Appeals, 124 S. W. 573.

Misdelivery by Carrier.—Where a B/L authorizes the delivery of goods to the consignee without its production, misdelivery by the connecting carrier to the party named as consignee by the initial carrier without the production of the B/L does not avoid the liability of the initial carrier to the consignor.—*Central American S. S. Co. v. Mobile & O. R. Co.* Kansas City Court of Appeals. 128 S. W. 822.

Negligent Transmission of Telegram.—A party who selects a telegraph as a means of communication must bear the loss caused by error in transmission; that is, the sender is bound by the message which is in fact delivered to his agent, and has his recourse against the telegraph company for the damages sustained by him.—*Younker v. Western Union Tel. Co.* Supreme Court of Iowa. 125 N. W. 577.

Carrier Liable for Deterioration of Corn by Delay.—Where, in an action against a carrier of corn for delivery to an elevator for drying, the evidence showed that the corn would not have spoiled if it had been turned into the elevator on arrival, the carrier could not relieve itself from liability on the ground that the corn spoiled in consequence of a change of climate.—*W. R. Hall Grain Co. v. Louisville & N. R. Co.* St. Louis Court of Appeals, Missouri. 128 S. W. 42.

Office Hours of Telegraf Co.—Where a telegraf company established office hours from 8 a. m. to 6 p. m. at a small town, and it received at 5:45 p. m. a message for transmission to such town, and under ordinary circumstances it would take an hour to transmit the message to such town, there was in the contract of transmission no liability for failure to transmit the message that day.—*Western Union Telegraf Co. v. Weeks*. Court of Civil Appeals of Texas. 128 S. W. 674.

Embezzlement by Broker.—Where a principal instructed a broker to purchase stock, and he notified the principal that he had made the purchase at a price named, and the principal then transmitted to him the amount, which he placed on deposit in a bank to his private account and subsequently checked it out in payment of demands of general creditors, and never delivered the stock, he was guilty of embezzlement.—*People v. Meadows*. Court of Appeals of New York. 92 N. E. 128.

Carrier's Liability for Delay.—The fact that a carrier did not know when contracting for the transportation of lumber that demurrage charges would accrue by reason of a delay did not relieve it from liability for demurrage charges, where, after the arrival of the lumber at the point of destination it undertook to deliver the lumber to a vessel with knowledge that a delay in delivery would incur liability for demurrage.—*Southern Ry. Co. v. Lewis*. Supreme Court of Alabama. 51 South. 863.

Demurrage.—A B/L, providing that the carrier may charge for detention of cars after they have been held 48 hours for unloading, and may hold the property subject to a lien therefor, merely authorizes the carrier to charge demurrage when the cars have been held for unloading, and not to give such right where they have been placed upon a storage track awaiting switching to a place where they could be unloaded.—*Carrizo v. New York, S. & W. R. Co.* Supreme Court of New York. 123 N. Y. Supp. 173.

Carrier's Liability.—To make a carrier liable for special damages for delay in the transportation of freight, the special circumstances must be made known to the carrier at the time of the making of the contract of shipment, and notice to the carrier after the shipment has started in its transportation and before it has reached its destination, and while it has been lost because missent, is insufficient to make the carrier liable for special damages, but for failure to make delivery after the shipment has reached its destination the carrier is responsible for such special damages as it is then informed will likely result from negligent delay in making a delivery.—*Gulf, C. & S. F. Ry. Co. v. Cherry*. Court of Civil Appeals of Texas. 129 S. W. 152.

Warehouseman Not Required to Employ Public Weigher.—Rev. St. 1895, art. 4314, making it unlawful for any factor, commission merchant, or other person, to employ any other than a public weigher to weigh produce sold or offered for sale, does not apply to maintaining a public warehouse and purchasing and selling produce without authority to sell for his principal and without selling in behalf of the owner, for he is a mere "warehouseman," and not a factor, who is an agent employed to sell goods consigned on delivery to him by or for his principal for a compensation commonly called a commission [citing *Words and Phrases*, vol. 3, p. 2640, and vol. 8, p. 7392].—*Hedgepeth v. Hamilton Warehouse Co.* Court of Civil Appeals of Texas. 128 S. W. 709.

Recovery of Reciprocal Demurrage Penalty.—It is the duty of a railway company to provide such equipment and cars as will meet, not only the ordinary and usual requirements of the traffic, but also to provide for such increase of business and demands for cars as can reasonably be anticipated. If, however, there is a rush of business or a congestion of traffic which could not reasonably have been anticipated, and there is a delay arising from circumstances beyond the control of the railway company, it will be deemed to be abnormal, and such an unavoidable accident as will excuse noncompliance with the demand for cars, and relieve the company from the penalties provided for in the act.—*Udall Milling Co. v. Atchison, T. & S. F. Ry. Co.* Supreme Court of Kansas. 108 Pac. 137.

Landlord and Tenant.—Replevin for certain corn and hay, and a quantity of small grain, grown upon a farm tilled by the defendant under a farm contract or lease from the owner. The contract provided that the defendant should pay a stipulated cash rent for the corn and hay land, and should be entitled to two-thirds of the small grain upon a division and the performance of the contract on his part. The other one-third of the small grain was by the terms of the lease to be the absolute property of the landowner. The trial court directed the jury to return a verdict that the defendant, at the commencement of the action, was entitled to the possession of the whole of the property, and to assess its value. Held, in accordance with the rule of *Ellingboe v. Brakken*, 36 Minn. 156, 30 N. W. 659, that replevin will lie for an undivided fractional part of personal property, which is uniform in quality and value and susceptible of a fair and equal division, and that the court erred in refusing to submit to the jury the question of the plaintiff's ownership of one-third of the small grain.—*Johnson v. Stone*. Supreme Court of Minnesota. 126 N. W. 720.

Switching Charges.—A car of wheat bailed at Bliss, Okla., to an elevator company at Oklahoma City over the Atchison, Topeka & Santa Fe Railway line, at said point was set by its employees on the connecting track between such line and the line of the Missouri, Kansas & Texas Railway Company, and by the latter company delivered over its switching tracks to the elevator company, the former company having no authority to use the switch engines or lines of the Missouri, Kansas & Texas Railway Company. Held, that the former company, in collecting from the shipper the sum of \$2 for the charges made by the latter company for this switching, and paying same to it, did not subject itself to a penalty under the terms of rule 6 of order 45, providing that where "a mill is located on a different line from the one handling the car, and only a switching service is performed, a switching charge not exceeding \$1.00 each way" shall be charged.—*Atchison, T. & S. F. Ry. Co. v. State*. Supreme Court of Oklahoma. 109 Pac. 218.

Unjust Discrimination in Grant of Elevation Allowance.—The tariffs of the Union Pacific Railroad offered compensation for elevation of grain in transit on condition that cars delivered by it loaded to elevators or connecting lines should be returned to it empty within 48 hours after their delivery. The rules which governed the switching and disposition of cars provided that foreign cars and cars belonging to the companies which had a direct connection with the switching territory should be delivered or sent to their owners so that the complainants who were the owners of elevators upon railroad tracks other than those of the Union Pacific could not possibly return such cars to that company after they were unloaded. While Peavey & Co., which had an elevator upon the tracks of the Union Pacific could and did deliver such cars back to that company immediately after they were unloaded, and the Union Pacific paid it compensation for elevating the grain unloaded from these cars, while it refused to pay complainants any compensation for unloading cars of like character. Held, this course of proceeding wrought an unjust discrimination against and an undue prejudice to, the complainants which entitle them to recover damages in reparation.—*Union Pacific R. Co. v. Updike Grain Co.* Circuit Court of Appeals. 178 Fed. 223.

Books Received

INTERSTATE COMMERCE LAW.—The full text of the commerce court act passed June 18, 1910, and of the act to regulate commerce as amended by the act of June 18, 1910, in three different faces of type to show new matter, matter substituted and wording expunged, has been published in a wide-margin pamphlet of 32 pages by the Traffic Service Bureau, Chicago, Ill.

TWO BARLEY BLIGHTS.—The yellow leaf disease of barley and the late barley disease are described and illustrated in a 16-page pamphlet by the botany section of the Iowa Exp. Sta. Not much can be said at this time in regard to the treatment for the disease. Infection experiments have shown that the seed carries the fungus over from one season to another. It is probable that treating the seed with formaldehyde at the rate of one pound to 40 gallons of water will be efficacious in destroying the seeds on the surface. Bulletin 116, Iowa State College, Ames, Iowa.

SEED INVESTIGATIONS.—The botanical section of the Iowa Exp. Sta. has continued its investigations of seeds since the publication of Bulletins 88 and 99 on this subject, and the results of the work of 1908 and 1909 are contained in a new Bulletin, No. 115. Only a small percentage of the samples contained dodder. Buckhorn is reported in red clover from Maine. Of samples of alfalfa from Oklahoma 24 per cent contained buckhorn. A table gives the number of seeds to a measure, and the weight of weed seeds. A simple method for the home analysis of seeds is explained, and some interesting data on the delayed vitality of weed seeds are given. Bulletin 115, Iowa State College, Ames, Iowa.

Patents Granted

Car Door. No. 964,899. (See cut.)—Frank V. Carman, Oakland, Cal. The door fitting in the door opening is composed of a rear wall plate and integral edge plates, through which extend locking bolts operated by a double bell crank lever.

Portable Grain Dump. No. 964,074. (See cut.) James White and Chas. Cole, Carberry, Man. The wagon is tilted to discharge into a hopper in which a screw conveys the grain to the buckets of the elevator leg which swings on a pivot, the screw conveyor being detachably engaged to the lower shaft.

Smut Cleaner. No. 964,290. (See cut.) Dredrick A. Maanum, Clontarf, Minn. A hopper has connected with it an elevator, to the lower end of which liquid is admitted, a combined screen and drainage device forming the bottom of the elevator. The machine is removably mounted in a tank with the lower end of the elevator submerged therein.

Grain Separator. No. 964,307. (See cut.) Richard L. Owens, Minneapolis, Minn., assignor to J. L. Owens Mfg. Co. Inclined sieves are arranged above one another and parallel, each sieve having alternate perforate and imperforate sections with the imperforate section of each sieve arranged beneath the perforate section of the sieve above. Between the sections are auxiliary perforate sieves having greater inclination.

Dust Separator. No. 964,717. (See cut.) Chas. F. Verrell, Grand Rapids, Mich. The dust collector comprises a casing provided with a dust outlet, an air outlet and a dust inlet so arranged that the incoming dust-laden air will assume a vertical whirl. Within the casing is a tubular guard to divert the air-containing fine residual dust into a chamber in the casing, while the other air stream carries the heavier materials.

Dust Collector. No. 964,428. (See cut.) Victor T. Johnson and Carl G. Arvidson, Minneapolis, Minn. An upright casing has a cylindrical body portion and a depending hopper like lower portion terminating in a depending discharge spout. An inlet spout

opens tangentially into the body portion and an air outlet tube extends axially upward from the interior of the casing. Below the tangential inlet passage is a conical deflector provided with a multiplicity of circumferentially spaced oblique deflecting blades and intervening air ports.

Exports of Breadstuffs.

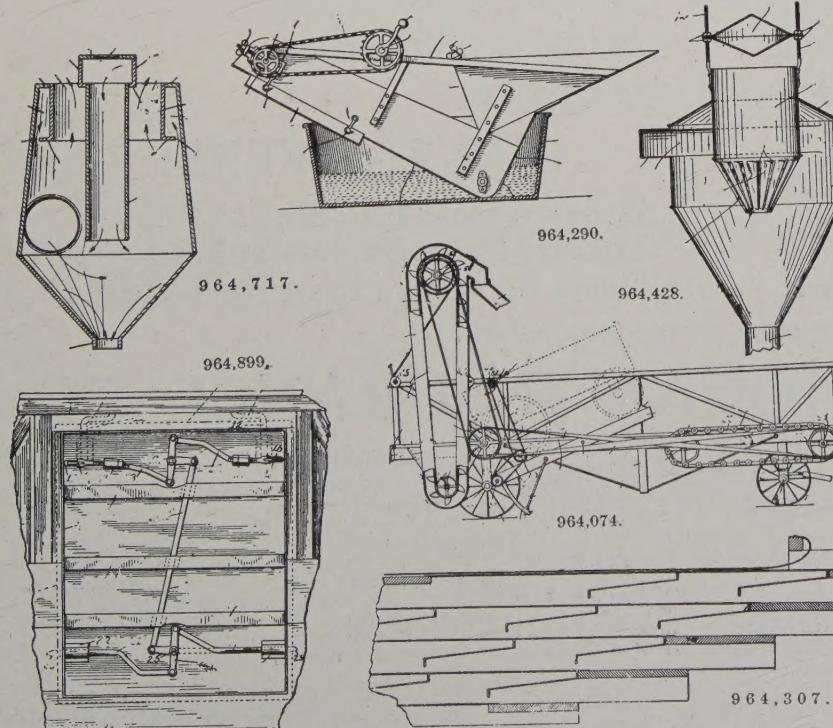
Our exports of domestic breadstuffs for the year prior to July 1, included 44,353,952 bus. wheat; 34,100,677 bus. corn; 1,634,292 bus. oats; 218,436 bus. rye; 4,207,398 bus. barley, and 8,990,847 bbls. wheat flour; compared with 65,479,311 bus. wheat; 35,246,436 bus. of corn; 1,434,441 bus. of oats; 1,271,754 bus. rye; 6,416,754 bus. barley, and 10,463,709 bbls. wheat flour during the year prior to July 1, 1909. The total value of all breadstuffs exported during the crop year ending June 30, was \$121,651,643, against \$150,552,216 during the corresponding period ending June 30, 1909, as reported by O. P. Austin, chief of the Buro of Statistics.

Cease Deduction For Natural Shrinkage.

W. M. Hopkins, manager of the transportation department of the Chicago Board of Trade, in his latest bulletin issued July 19, makes the pleasing announcement that six more roads in the central territory have consented to discontinue the deduction of $\frac{1}{4}$ of 1 per cent on corn and $\frac{1}{8}$ of 1 per cent on other grain for so-called "natural shrinkage," when settling claims for shortage in weight.

Beginning Aug. 1, shippers will be given a square deal by the following roads: Alton, Rock Island, Iowa Central, Minneapolis & St. Louis, Soo, Toledo, St. Louis & Western, as per supplement 4 to Western Trunk Lines Circular No. 1-D.

The Wabash did away with the deduction June 10, the Illinois Central June 1. The leaders in abolishing the deduction were the Santa Fe, Northwestern, Burlington, Great Western, Omaha, and Elgin, Joliet & Eastern, on May 1.



The ELLIS DRIER CO.

One Firm Alone

has installed within a year three of our largest **Cold Air Driers** and **Conditioners** and one **Hot Air Drier**, making four in all. Such facts need no letters of recommendation to bolster them up; they speak for themselves,

The Ellis Cold Air Drier and Conditioner dries, cools, cleans, polishes and sweetens in one operation—in short, it is a general utility drier and will handle any kind of grain in any condition with an excellent profit.

ELLIS DRIED IS NATURE'S NEAREST WAY

Postal Telegraph Building,
CHICAGO, U. S. A.

A Successful Spark Arrester.

Recently extensive experiments have been conducted at Purdue University, La-Fayette, Ind., with a spark arrester attached to a C. & N. W. Ry. locomotive, which promises to end the throwing out of sparks by locomotives.

For years, owners of property and insurance companies carrying policies on property along railroad right of way, have protested in every manner known to man, against passing locomotives setting fire to buildings. A half-hearted effort seems to have been made by some of the railroads to reduce this danger to adjoining property, but the statistics of the many fires started by locomotive sparks during dry seasons prove all of their efforts to have been futile.

The insurance companies have brot many suits in an effort to collect for the destruction of property, but this has been so expensive and unsatisfactory that the Grain Dealers National Mutual Fire Insurance Co.'s officials took up the study of spark arresters. They have now installed an arrester which mechanical engineers pronounce perfect.

It only remains for the railroad companies to equip their locomotives and henceforth refrain from scattering fire-starting sparks so profusely along their right of way. The installation of this spark arrester will bring much comfort and relief from worry to every elevator owner, whether his house be covered with wooden shingles or not.

Tests were made with the best Pittsburgh coal and the poorest known Indiana coal, and the results were the same, the arrester catching everything except a few

ounces of heavy soot that went through the stack. During a six-minute run under the worst conditions possible and conditions which would not arise in actual service they got 89 lbs. of cinders. The heavy soot and small and light cinder loss through the stack was 1.2%. Tests with lignite coal gave as satisfactory results as with coke or soft coal.

Imports and Exports of Rice.

Imports of rice into the United States for the eleven months ending May 31 amounted to 205,582,869 lbs., compared with 194,519,854 lbs. for the corresponding months of 1908-9. Rice exports amounted to 25,560,918 lbs., compared with 20,345,572 lbs., while re-exports of foreign rice were 7,521,718 lbs.; compared with 6,714,504 lbs. for the corresponding months of 1908-9, as reported by O. P. Austin, chief of the Buro of Statistics.

Appointed to Revise Trade Rules.

In pursuance to a resolution adopted by the Illinois Grain Dealers' Ass'n at its annual meeting Pres. A. G. Tyng of the Grain Dealers' Nat'l Ass'n has appointed the following a committee to draft amendments to the National Ass'n's trade rules and report at the annual meeting of the Ass'n in Chicago Oct. 10th:

Geo. D. Montelius, Pres. Illinois Grain Dealers' Ass'n, Piper City, Ill.

W. L. Shellabarger of Shellabarger Elev. Co., Decatur, Ill.

M. W. Miller, Pres. Ohio Grain Dealers' Ass'n, Piqua, Ohio.

W. B. Foresman, Pres. Indiana Grain Dealers' Ass'n, La Fayette, Ind.

Henry L. Goemann of Goemann Grain Co., Toledo, Ohio.

Suggestions will be welcome.

A Buffalo mill has begun grinding 200,000 bus. of Canadian wheat in bond.

ORGANIZED 1883
**The Western Millers'
 Mutual Fire
 Insurance Company**
 KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and
 contents.

**MILL OWNERS MUTUAL
 FIRE INSURANCE
 COMPANY**
 DES MOINES, IOWA

The Oldest Millers Mutual
 Fire Insurance Company in
 America.

Cash Assets over \$300,000

J. T. SHARP, Secretary

INSURANCE BUYERS QUESTIONS ANSWERED

Here are three questions which
 every buyer of insurance should
 ask, and our answers

QUESTIONS:

- Is the Company Sound?
- Will it Pay Its Losses?
- Is the Cost Reasonable?

OUR ANSWERS:

- Gross Assets \$5,288,714.18
- Losses Paid \$6,054,303.83
- Costs 50% Less than Basis Rates

Investigate our rates and methods.

MILLERS NATIONAL INSURANCE CO.

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205 La Salle Street,

CHICAGO, ILL.

Fire Insurance Companies



Your
Money
is deposited
In Your
Elevator

instead of in the bank. When filled with grain you need to protect it with our

Special Grain Policy

We will be glad to give you particulars concerning our regular policies and this Policy with Cancellation Privilege, making the lowest cost Short Term Grain Insurance.

**Write for the cost per month
per \$1000 insurance.**



BRANCH OFFICES:

Sioux Falls, S. D.

Kansas City, Mo.

ORGANIZED SEPTEMBER 1897
GRAIN SHIPPERS' MUTUAL FIRE INSURANCE ASSOCIATION
IDA GROVE, IOWA

Insurance in force . . .	\$7,355,000.00
Losses paid to date . . .	448,000.00
Saved to Policyholders over . . .	250,000.00

No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and
Contents of same at cost.

Insurance in force . . .	\$13,920,249.80
Cash Surplus . . .	329,927.51

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Address all Correspondence to the Company
at Alton, Ill.

GAS ENGINE BOOKS

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.
THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price \$1.00.
THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.
THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$2.00.
GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.
PLAIN GAS ENGINE SENSE, by E. L. Osborne, Price, \$1.00.

For any of the above address, GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago

MICHIGAN MILLERS MUTUAL FIRE INSURANCE COMPANY

LANSING, MICHIGAN

Combines Progressive Underwriting With Financial Conservatism

If You Want

LOW COST—PROMPT SERVICE—ENTIRE SATISFACTION

Write or telegraph your order to

A. D. BAKER, Secretary

LANSING, MICHIGAN

Jeffrey Elevators

for handling grain, seeds, corn, flour, etc. . . .

The Buckets are strong, flawless and shaped to give the cleanest discharge. They are made in sizes to suit the work for which they are intended. . . .

We build

Rubber Belt Conveyors, Spiral Conveyors, Chain Belting, Sprocket Wheels Shafting, Pulleys, Power Transmitting Machinery.

The Jeffrey Mfg. Co.

COLUMBUS, OHIO

Chicago Office, 1016 Fisher Building



Transmit Power "the WEBSTER Way"

Grain Elevators and Flour Mills

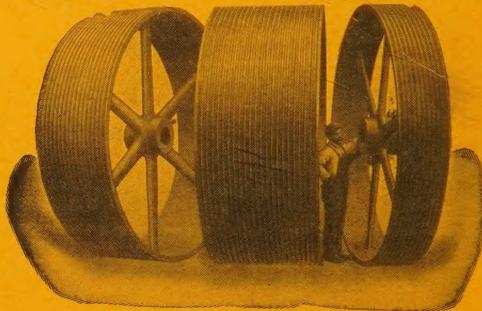
are being equipped with WEBSTER Rope transmission because it possesses many advantages over belt, and other methods of power transmission.

It is noiseless and positively reliable. Power can be transmitted at any angle and around corners, horizontally and vertically. It is extremely economical to install and maintain.

It is well adapted for the one-leg country elevator or the million bushel terminals.

If you have transmission problems to solve let us help you.

Use WEBSTER Elevating and Conveying machinery for handling your grain.



WEBSTER M'F'G CO.,

2410-2432 W. 15th Street

CHICAGO

New York Office, 88-90 Reade Street

Kansas City Representative: W. J. Murphy, 225 Exchange Bldg.

WELLER-MADE

Elevating and Conveying Machinery

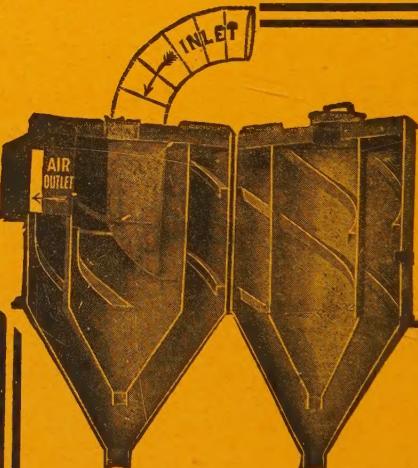
— is particularly the kind for use in grain elevators and flour mills. Whatever the need—whatever the material handled happens to be—there's a Weller-Made specialty to handle it.

Scoops

There's a complete line of Weller-Made Scoops. We illustrate two—the Weller Champion and the Weller Hercules—which are better. Send for 512-page catalog which describes the complete lines.

Weller Mfg. Co.

Chicago



A Reason Why

It's no disgrace to "come from Missouri," but it's a reflection on you to be so prejudiced that you always "have to be shown." Common sense teaches to profit by the experience of others.

A Day Dust Collector Reason

It saves power in operating your cleaning machine.

One of our customers who has three collectors installed in Indiana, writes under date of June 22, 1909: "Our head miller says he wouldn't have them taken out for \$1,000 and go back to the old cloth machines again."

For other reasons write to

THE DAY COMPANY

1118-26 Yale Place Minneapolis, Minn.